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The Daily Press.

HONGKONG, JUNE 12TH, 1908

With one exception in the last decade, there has been no year in which the gross value of the foreign trade of China exceeded that in 1907, when the total was over 706 million taels—imports Tls. 429,071,662, and exports Tls. 277,050,990. The exception was 1905, when the gross amount attained to Tls. 713,176,470. In the intervening year, the figures were Tls. 682,767,281. The figures for the ten years show that while the aggregate has latterly fluctuated, pro rata with the gross imports, the exports have been steadily augmenting from year to year, with temporary checks in the Boxer year and in the first year of the late war between Japan and Russia. The net value of the foreign trade last year was Tls. 680,782,066, as compared with Tls. 645,726,821 in 1906. The proportion of this, docketed to Hongkong was Tls. 252,868,450, the largest amount recorded during the last seven years. Of this amount, imports to China are put at Tls. 155,642,018 (as against Tls. 144,936,957 in 1906) and exports Tls. 97,226,434 (as against Tls. 82,740,427 in 1906). Great Britain, exclusive of British India, &c., had a direct trade with China to the value of Tls. 89,870,345, the next biggest slices (not counting Japan or America) being France, Tls. 38,817,211, and Germany, Tls. 22,286,595. The difference between the contributions to China's foreign trade of France and Great Britain was this, that while the latter was mostly British goods to China (Tls. 77,562,700) the former was mostly Chinese goods to France, (value Tls. 30,658,585). Germany's trade was in the proportion of sixteen millions German goods against six millions China goods. The

imports from British India were valued at Tls. 32,913,847 and the exports to British India at Tls. 3,179,895. As might have been expected, Japan was easily the biggest customer, selling China, Tls. 57,481,410 worth and buying Tls. 39,347,478 worth. This total (nearly 97 millions) compares with 94 millions in 1906, and nearly 81 millions at the beginning of the last century. The direct trade with the United States amounted to Tls. 63,507,136, a further decline (from Tls. 70,107,637 in 1906, and Tls. 103,947,310 in 1905). For the trade of various ports of China, readers are referred to the highly interesting abstract of foreign trade just published by the statistical department of L.M.C. [Part I (a) for 1908, price \$2. Kelly and Walsh Ltd.]

The shipping entered and cleared during 1907 is shown as 217,932 vessels with a tonnage of 80,109,424. This is the highest in the last six years. British shipping shows a decline, the figures being

year	number	tons
1907	27,495	33,816,618
1906	28,192	38,455,569
1905	30,442	35,095,658
1904	31,299	32,935,873
1903	25,287	28,122,987
1902	24,759	26,951,292

These figures are interesting. So are the parallel figures of Japanese shipping, which we extract and tabulate as follows:

year	ships	tons
1907	29,286	15,893,213
1906	25,108	11,376,430
1905	25,859	6,338,918
1904	5,755	4,280,350
1903	7,554	7,965,458
1902	4,891	7,350,515

Barring Chinese owned craft these are the two biggest items in China's entrances and clearances. Germany sent 5,864 ships, of 6,633,767 tons, and France 5,072 of 4,712,188 tons, both showing a persistent decline in the last three years.

We published only the other day the first part of the general report by Mr. J. L. CHALMERS, the Acting Statistical Secretary at Shanghai, and there is no need to repeat any of it. Further on, Mr. CHALMERS notes that the increase in the net value of imports was inconsistent with the undoubtedly depressed condition of trade in general, and with the decrease in import duties. He explains it by reference to exceptional imports paying no duty, such as flour, rice, and railway materials. The anti-opium measures up to March 20th last had not borne fruit in diminished consumption, but Mr. CHALMERS points out that reliable conclusions on this head are not to be drawn from figures. Looking at the origins of the imports, he saw little change from the position of 1906. The value assigned to Hongkong had increased by eleven million taels, "thereby merely adding so much to an unknown and disturbing factor." All the leading European countries showed slightly smaller values, and the United States showed a decrease of Tls. 7,532,733, which, in view of the almost complete suspension of their piece goods trade, was surprisingly small, and pointed to compensating prosperity in other directions. British Indian imports were maintained, and Japanese had a slight set back, which was traceable in part to Formosa tea. China exported far more tea than usual last year, after a highly favourable season, and silk exports were greater, and would have been more but for the financial difficulties in America. Reverting to the shipping figures given above, it appears that the decrease in British tonnage represents a fall from 44 per cent. of the whole to 41.59 per cent., while German tonnage fell from 9.86 to 8.29 per cent. The Japanese increase was from fifteen to 19.47 per cent. of the total. Discussing the unprecedented fluctuation in exchange, Mr. CHALMERS notes the power of an unstable exchange to injure legitimate trade, and attributes the collapse of silver to the financial stress in America, throwing silver on the market, and to the fear of impending agricultural disasters in India. At the same time he notes the significantly interesting facts that in 1906 the world production of gold reached the highest recorded annual total of £88,000,000 (in itself enough to cheapen silver considerably) while in the same year the production of silver was the lowest since 1896, only £43,600,000.

Yesterday's plague cases, numbering nine brought the total to 717.

The Bankruptcy Court sat yesterday but the business was unimportant.

It is reported by the "Mainichi" St. Petersburg correspondent that the Financial Committee of the Duma has by sixteen votes to three adopted the proposal to terminate the free port system at Vladivostok.

A Tokyo message dated June 1 says:—The trade returns for the last eleven days of May show an excess of exports over imports for the first time since January. The total volume of trade for the last five months is less than it was for the corresponding period in 1907.

The French mail of the 12th May was delivered in London on the 10th inst.

The following telegram has been received from H. M. Consul at Chefoo:—"Quarantine imposed Chefoo against Hongkong."

A telegram from Washington to Japan states that President Roosevelt narrowly escaped death as the result of a fall from his horse.

The "Korea Daily News" has suspended publication, ostensibly on account of financial difficulties. Mr. Bethell has also ceased to be responsible for the paper's native edition.

It is tolerably certain that no more than 12 passengers of the "Powan" were drowned, though 16 are reported as missing. A lot of the "movable gear" has been salvaged but the steamer is practically a total loss.

Jacques Schiessel, a Paris workman, who had been ordered by the doctor to give up strong drink if he would preserve his health, drank a glass of water yesterday for the first time in ten years, and died on the spot.

Mr. F. S. A. Bourne, Acting Judge of H. M. Supreme Court Shanghai has left for Seoul. It is understood that his visit, like that of the Crown Advocate, who is at present in Korea, is not unaccompanied with the operation of the new Press regulations.

Mr. James Nichol Dunn, the Editor of the "Manchester Courier," has been decorated by the Emperor of Japan with the Fourth Class of the Order of the Rising Sun. From 1897 to 1904 Mr. Dunn was Editor of the "London Morning Post," a journal which has for years shown exceptional friendliness toward Japan.

English weather has been living up to its reputation. On May 1 the thermometer registered 75 deg. in London, or 2 deg. above the average maximum for July. A week earlier the maximum had been 42 deg. or 3 deg. below the average for January. The last occasion on which 70 deg. was registered on May 1 or 2 was in 1850.

A French scientist, M. Bertin, in dealing with the subject of coast erosion mentions that the island of Jersey once formed part of the Continent of Europe. He has also brought to light the interesting fact that there still exists an ancient charter by which a certain abbey was compelled to furnish the necessary plank for communicating with the island from the mainland at low water. The extent to which the sea has encroached on the land is evident from the fact that the journey from the mainland of France to the island by steamboat now takes an hour.

The Nagasaki Press gives a translation from the "Moji Shimpo," which states that the British str. "Courtfield" was responsible for the collision in Moji harbour on May 25, as she was swept by the current on to the "Chiyo Maru." The owners of the latter vessel accordingly began to take legal proceedings against the British steamer, but before a process could be served the "Courtfield" left, having sustained no damage to cause detention. The "Chiyo Maru" lost two anchors, which will probably be recovered, and altogether sustained damage estimated at Yen 17,000.

A general meeting of shareholders of the Nippon Yusen Kaisha was to take place in the Tokyo Chamber of Commerce on May 27, when a dividend of 12 per cent was to be declared as usual. The Directors' report says that in view of the post-bellum inactivity of the mercantile marine and also of the depression in domestic and foreign economic circles, the Company has made every effort to increase revenue and to curtail expenditure. Four steamers are left idle. Japan's mercantile marine is thus likely to remain inactive for some time to come. Meanwhile attention will be paid mainly to the principal line: at the expense of smaller ones.

A meeting of the Japan Cotton Spinning Association was held at Osaka on May 23 when the following resolutions were adopted:—

- 1.—The Association shall provide a fund for encouraging the export of cotton yarn to Hongkong and other foreign countries, with the exception of China, and this shall take the place of the prize tickets. Encouragement money will be given at the rate of seventy-five sen per bale, and will be payable on the presentation of the export certificates.
- 2.—The above resolution shall come into force on the day on which it is adopted.
- 3.—The encouragement money shall only be payable on cotton exported within fifteen days after the expiration of the second term of the issue of prize tickets.

We regret to record the death of Mr. Chin Yu Pan, who for many years has been the General Manager of our Chinese newspaper, the "Chung Ngai San Po." The paper which attained its jubilee eight months ago enjoys the distinction of being the pioneer Chinese daily newspaper, and Mr. Chin, who had been connected with it from his boyhood, would count a service of about thirty-five years. When he joined the office the paper was under the management of the present Chinese Minister to Washington, H. E. Wu Ting Fang and his brother the late Mr. Ng Chan, and it was when the latter died that Mr. Chin succeeded him as sub-editor and General Manager. During the eighteen years he has had the direction of the paper he has fully maintained its best traditions and his death is deplored by his colleagues and a wide circle of friends. Mr. Chin died at Canton on Monday after a brief illness. A distressing sequel is that seven nephews and nieces belonging to Macao, who were proceeding to Canton by the ill-fated steamer "Powan," to attend the obsequies, are all missing and are believed to have been drowned.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

PERTURBED PERSIA.

LONDON, June 11th.

The situation in Persia has become graver. Extreme measures are threatened by both sides.

ROYAL DIPLOMACY.

LONDON, June 11th.

A cordial meeting has taken place between King Edward and the Tsar. It is reported that the King remarked that the Anglo-Russian convention would help to maintain the peace of the world.

FLOURISHING PETTICOATS.

LONDON, June 11th.

Preparations have been made for an enormous procession of Suffragettes on Saturday. Many continental contingents are expected.

TO RESTORE PEACE IN KOREA.

Tokyo, June 11th.

Marquis Ito has had a conference with General Hasegawa and General Usagawa (the latter representing the War Office), and as a result it is decided to undertake a general expedition against the Korean insurgents in July and August. In consequence of this decision General Hasegawa will remain in Korea to assume chief command of the operations.

[REUTERS' SERVICE.]

THE OUTRAGES IN INDIA.

LONDON, June 9th.

Similar reports that the Press and Explosives bills have passed the Council. Lord Minto denounced the despicable endeavours which were being made in certain quarters to further the belief that the assassinations and outrages were the efforts of a down-trodden people struggling to rid themselves of a foreign oppressor.

THE YUNNAN REBELLION.

LONDON, June 9th.

The French Cabinet has decided to claim material and moral damages for the attack on the French reconnoitring party on the Yunnan frontier, and demand the recall of the Viceroy of Yunnan.

A despatch received to-day states that Chinese regulars have pillaged the Tong-King village of Kwanghi on the Yunnan frontier, and it has been decided to demand reparation for this also.

THE KING IN RUSSIA.

LONDON, June 9th.

The Russian Royalties arrived at Reval at eight o'clock this morning. They immediately boarded the Imperial Yacht "Standart" and visited Their Majesties King Edward and Queen Alexandra on board the "Victoria and Albert."

THE DANUBE-ADRIATIC RAILWAY.

LONDON, June 9th.

The draft scheme for the Danube-Adriatic railway has been signed in Paris. The Franco group of financiers furnish 45 per cent of the Capital required, and the Italian group 35 per cent. Great Britain has none.

BY ORDER OF CONGRESS.

By the terms of the Act passed on February 22, 1907 various alterations have been made in the appropriations annually voted by Congress for the diplomatic and consular service of the United States. Among those that affect the services in China are the following:—

Increases of salary—Minister, \$10,000 to \$12,000; Secretary of Legation, \$3,000 to \$2,825; Chinese Secretary, \$3,000 to \$3,600.

In addition to the salaries and expenses, amounting in all to \$26,800, connected with the United States Court, the sum of \$2,400 is allowed for the rent of premises for the use of the Court and \$1,800 for the purchase of necessary furniture. The "actual expense of renting a prison at Shanghai for American convicts in China" is set down at \$750, and "for the wages of a keeper of such prison," \$300.

New appropriations are made for the International Institute of Agriculture in Italy, \$4,800; for the preparation of reports and material necessary to enable the Secretary of State to utilize and carry out the work partly performed by the Joint High Commission for the settlement of questions relating to Canada and Newfoundland, \$10,000; for participation in the International Congress on Tuberculosis at Washington, \$25,000.

From July 1, 1908, consular clerks are to be styled consular assistants and additional assistants are to be appointed. Increased appropriations are made for both the diplomatic and consular services in South America, a feature that may well be regarded as the direct outcome of Mr. Root's visit to the South American Republics. Further, three additional Consular Inspectors are appointed, bringing the total number to eight.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on June 11th in the Council Chamber.

PRESENT.

HIS EXCELLENCY THE GOVERNOR, SIR ERNEST B. H. DRAKE, K.C.M.G., C.B., D.S.O.

HIS EXCELLENCY MAJOR-GENERAL BROADWOOD, (General Officer Commanding).

Hon. Mr. F. H. MATT, J.M.G., (Colonial Secretary).

Hon. Mr. W. REES DAVIES (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Commander BASIL E. H. TAYLOR, R.N. (Harbour Master).

Hon. Dr. HO KAT, M.B., C.M., C.M.G.

Hon. Sir HENRY BAKERLEY, K.C.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. WEI YUK.

Hon. Mr. H. W. SLADE.

Hon. Mr. MURRAY STEWART.

Mr. C. CLEMENTI (Clerk of Council).

MINUTES.

The minutes of the previous meeting were read, and confirmed.

FINANCE MINUTE.

The COLONIAL SECRETARY, by direction of H.E. the Governor laid on the table the report of the Finance Committee (No. 9) and moved its adoption.

The COLONIAL TREASURER seconded and the motion was agreed to.

THE AMERICAN FLEET.

HIS EXCELLENCY—Before we proceed with the business to-day I propose to read the telegraphic correspondence respecting the invitation to the United States Fleet to visit Hongkong. The telegram of 1st April to the Secretary of State was: "Propose, if His Majesty's Government consent, invite American Fleet to Hongkong. Jordan consul." The Secretary of State replied on the 8th April 1908. "Your telegram of 1st April His Majesty's Government see no objection. Invitation will be communicated to U.S. Government." There was a further telegram from the Secretary of State on 25th April, 1908: "Your telegram of 1st April, U.S. Government accept invitation." I telegraphed again to the Secretary of State on 6th June: "American Consul informs me latest news from Washington American Ships of War do not contemplate visit to Hongkong. See your telegram of April 25th." The Secretary of State replied on the 10th June—that was yesterday—"U.S. Government regret that it will not be possible for fleet to visit Hongkong owing to necessity of returning home by a certain date."

THE APPROPRIATION BILL.

The COLONIAL SECRETARY moved that the Council go into committee on the Bill entitled an Ordinance to authorise the appropriation of a supplementary sum of \$136,735.38 to defray the charges of the year 1907.

The COLONIAL TREASURER seconded and the motion was agreed to.

CHEMISTS AND DRUGGISTS ORDINANCE.

The ATTORNEY-GENERAL—With regard to the committee stage of the Bill entitled an Ordinance to provide for the registration of chemists and druggists which was adjourned at the last meeting of Council in order that I might have an opportunity of conferring with a number of persons in reference to a certain amendment, I may add that the Principal Medical Officer of Health and myself have arrived at an agreement but the clause needs to be re-drafted. I would, therefore, suggest that the committee stage be deferred until next week.

Agreed to.

PUBLIC HEALTH AND BUILDINGS ORDINANCE.

The Council went into committee on the Bill entitled an Ordinance to amend the Public Health and Buildings Ordinance 1903 and the Public Health and Buildings Amendment Ordinance 1902.

HIS EXCELLENCY—We adjourned consideration of clause 44 at our last meeting of Council in order that the unofficial members might have a little more time to consider the provisions of the new clause. The amendment in its present form had only just been received from the printers shortly before the Council met, but I understand it had been shown by the hon. and learned member on my left to the unofficial members and I had hoped that they would have had time to grasp its principles. They are in brief, that the Government should accept responsibility for all compensation due to the owner of the house which is demolished, together with the cost of demolition, while the owners of the two adjoining houses should be liable for the cost of making lateral windows and any alterations which might be necessary to the two inner walls if they required to be strengthened. They will be solely responsible for the improvements to their own property and not for the three houses. I am told that the proportion of cost falling upon the Government and upon the owners respectively works out at about \$5000 to the Government, as against \$1200 to each of the owners of the adjoining houses. The Government therefore bear two thirds of the cost of the entire improvement instead of the one half as was proposed by the senior unofficial member in speaking to his resolution last June. The Government proportion would be still higher if the two inner walls did not require to be strengthened. I am taking an extreme case. In considering this scheme I would ask you to do so from three different standpoints. The first is: Will the scheme depreciate property and make the title uncertain and deter investors and mortgagees? Assuming the capital spent on the improvement to be \$1200, if the interest on that sum were added to the rental of the property it would no doubt be viewed as an extra incumbrance, the equivalent of an additional ground rent. To meet this objection it has been proposed that the owner should have the option of paying the entire sum at once, or carrying out the work at his own expense. To the latter

I have no objection whatever; in fact the Government would welcome such action. The owner then by paying this sum down obtains an improvement of more than double the value of what he expends and his houses are legally able to accommodate 42 instead of 38 persons, and of this increased rental he alone derives the advantage. It was argued by the hon. member who represents the Chamber of Commerce that it was strange if there was this advantage that it had not been long adopted by owners of property but the Colonial Secretary pointed out in reply that the advantage I described could not be obtained until the clause in the bill which allows for the reduction of the cubic area per person in relation to space and external air had been passed. That clause in fact was amended as part of the present scheme. I also pointed out that unless the three houses were under the same ownership it would be very difficult for the owner of any single house to take action in this direction and without the intervention of Government. It is at the option of the owner to pay the comparatively small sum at once, obtaining in return increased living space and the improvement of his property, thereby freeing his title from any encumbrance. I think therefore the clause should recommend itself to the owners of property. The second point of view is: Is this measure calculated to improve the sanitary condition of the city? The answer to this question was abundantly supplied in the speech by the hon. and learned member on my left (Mr. Pollock) this time last year and also in the speech of the senior unofficial member in speaking on his resolution in the following debate and in the verdict of the Cable Committee. All agreed that it was the best scheme yet put forward from a sanitary point of view, as apart from the financial and structural side of the question. The policy of very costly resumption adopted in the past has not been a successful policy. It involved the taxpayers in this colony in enormous sums of money. As a matter of fact the property resumed has for the most part remained on the hands of the Government. Moreover the resumption scheme is of necessity a very large scheme and one which involves an immediate large capital outlay whereas the scheme we are discussing is one which can be done gradually, block by block as may be found necessary in any particular locality. It was urged by the hon. member who represents the Chamber of Commerce, that the roof of the third house might become the receptacle for rubbish thrown from the windows of the adjoining houses. I think it should not be beyond the resources of the police and of the Police Courts to deal with this matter by the infliction of fines or other punishment, nor, I am told, has it occurred in these blocks in the Colony which have already been built on this principle. It has been said that the roof would be certain to leak. That question is for the engineers and I am not aware they have raised it as an objection. Personally I think a roof with a very low pitch which would not obstruct the light and air from the lateral windows would best meet the difficulty. The third point I ask you to look at this clause from, is: Will this scheme involve the Government in a heavy expenditure beyond the resources of the Colony? I have already pointed out it is much less costly than the present alternative of resumption and it can be applied piecemeal. I invite your attention to the fact that the clause reserves to the Government in Council the right to put the scheme into operation or not. It cannot be forced upon the Government either by an owner anxious to secure the improvement of his property on the one hand or on the other by the Sanitary Board anxious to improve the general sanitation of the Colony to an extent which the revenue cannot bear. I think therefore that the scheme has much to recommend it from every point of view and I trust that members of Council will adopt it unanimously in principle, though in detail suggestions could be made, more especially with regard to the recovery of the cost which falls upon the owner.

Hon. Mr. STEWART—Speaking as the mover of the rejection of this clause I desire to make certain admissions. I admit that I did not fully appreciate the extent of the concession made by the alteration introduced into it. For that I submit we are not to blame. It was not until the meeting had actually opened that the new draft of the clause was passed along to where I sit and a lack of comprehension in understanding of its contents was entirely excusable under the circumstances. The terminology is not of so simple an order that he who runs may read. It is true that the concession made in no way affects either the structural difficulties on which I dwell, or the objection which I put forward on sanitary grounds. As regards the structural difficulties I am willing to withdraw my objections in view of the frank acceptance of the Government's responsibility in the matter of providing against the attendant risks—a matter with which the Colonial Secretary has practically staked the reputation of the Director of Public Works. There is nothing in the kind of objection, there is a difference only of degree. The degree of objection originally raised on the score of the prospective financial effect upon property, of the scheme as previously outlined, was held to warrant the deletion of the clause, not only in my opinion, but in the opinion of many who are recognised as the accredited unofficial authorities on questions relating to property in this Colony. And as regards the prospect of the walls formed by the demolished upper stories being treated as convenient receptacles for shot rubbish by the occupants of the flanking houses it has been represented to me that this aspect of the question will naturally engage the attention of the Sanitary Department for which, under its new executive head, the Government will be equally responsible. But the concession made does affect that aspect of the question upon which I laid most stress. It does minimise the objection which I raised to the introduction of a new and undesirable element of uncertainty

into the conditions of the ownership of property. I say it minimises the objection. The element of uncertainty remains, but it is obvious that a contingent liability to contribute towards the cost of improvements is less of an objection than a similar liability to contribute towards the cost of improvements and compensation as well. I understand that the opinion of these recognised authorities on property has undergone considerable modification as a result of the concessions made in the matter of compensation and that in their opinion the remaining objection is not serious enough to warrant continued opposition to the proposal. In these circumstances, I do not feel justified in pressing my individual objection to the clause on this ground. I object in principle to the imposition of vague and indefinite contingent liabilities upon any property of any kind unless it can be shown to be an absolute necessity of the public welfare. I am not persuaded that this necessity has been made out. But I am not prepared to ride my own idea to death. This view of the matter is now, I understand, shared by my unofficial colleagues. But though we are agreed about this we are also agreed in viewing with a certain amount of uneasiness the nature and extent of the power which the clause as it stands puts into the hands of the medical officer of health. However well assured we may feel that the present occupants of the offices upon which the responsibility rests are worthy of our unquestioned confidence, we cannot commit the community to indefinite trust in the future and I for one think, and I hope others will support me in saying, that the public would prefer to have the practical working of the clause made subject to public discussion. Publicity can be obtained for discussions upon it by reverting to the original wording of the first of the clauses which placed the initiative with the Medical Officer of Health. It was for him to represent to the Sanitary Board and for the Sanitary Board if they approved of his proposals to pass on his recommendation in writing to the Governor-in-Council. There seems to be no good reason why the Government should seek to throw a veil of secrecy over the reasons advanced by the Medical Officer of Health for the demolition of insanitary property. I am very ready to recognise the necessity that exists for many kinds of State business being conducted with the secrecy that can alone ensure despatch, but business of this sort does not seem to create any necessity for either secrecy or despatch. Of course if the Governor-in-Council had to confess his inability to carry out the recommendation of the Sanitary Board owing to the state of the local economy he might conceivably prefer the Executive Council with its closed doors as a confidential body, but I think the community have a right to be consulted in such a case. In such a case the Governor-in-Council would be able to throw the responsibility back upon the community. He would merely have to state his reasons, and to put the problem thus for the consideration of the taxpayers of the Colony: "If you think the work of demolition sufficiently urgent to justify it in imposing fresh taxation I am willing to impose fresh taxes. It is a matter for the colony to decide." This would be a public benefit inasmuch as it would saddle public criticism with the weight of the proposed increase in the burden of taxation and would be a useful means of testing the sincerity of any outcry made for drastic measures. Publicity in such matters should be encouraged. Discussion in such matters should be encouraged. And both publicity and discussion should be welcomed by the Government in all matters in which their actions are unhampered by inconvenient orders from Home. If the Government are prepared to accept the suggested amendment in the spirit in which the suggestion is made it will be an earnest that the unofficial members have not been unduly confiding in agreeing to withdraw the motion for the deletion of the clause. Before withdrawing it we should like to have a statement on this point. I desire to make an advance which will honourably cover a retreat, but before moving off the ground I wish to be a sure of the amicable intentions of the Government. (Applause.)

His EXCELLENCY—In reply to the speech which the member for the Chamber of Commerce has just made I would say that I had proposed to alter the words "Medical Officer of Health" to the "head of the Sanitary Department." I most strongly say that the object of inserting the words "Medical Officer of Health" instead of "Sanitary Board" was not from any desire for secrecy; the desire was to avoid the possibility of friction. When representations have been made in the past by the Sanitary Board to the Governor-in-Council the meetings of the Executive Council are not public and consequently the full reasons for accepting recommendations by the Sanitary Board have not been made public. The Governor-in-Council had no desire for secrecy and as the same which will be required for resumption would appear in the estimates for the year and would have to be voted by the Council the matter would be discussed as publicly as the Council wished. If the unofficial members think this is not sufficient I should be quite willing to accept the amendment by the member for the Chamber of Commerce. But I would wish you to consider the point and mature your views as to whether sufficient publicity is not already ensured by the fact that any money required for the resumption of property must appear on the estimates for the year and be voted upon by the Council. That at any rate will dispense with the charge that the Government had any desire for secrecy.

The Hon. Mr. STEWART—May I say I did not suggest that was the intention of the new clause, to ensure secrecy, but that it had the effect of concealing what was going on from the public, and I saw no reason for that.

His EXCELLENCY—As you point out it would not be rushed through. The formal recom-

munication would come to the Government from the Head of the Sanitary Department and the matter would be discussed as some length.

The Hon. Mr. STEWART—I see an advantage in giving the representatives of the public who sit on the Sanitary Board whose special province it is to deal with these matters an opportunity of expressing their views and letting the public know what is proposed to be done.

His EXCELLENCY—I fully see the force of your argument, but it was desired to eliminate from this Bill all possibility of friction. That was the real motive in putting in the words "the Medical Officer of Health" to make the formal recommendation to the Governor-in-Council in the first instance. If it is the unanimous wish of members that the Sanitary Board should be inserted in place of the Medical Officer of Health the Government is willing to do so.

The Hon. Mr. STEWART—Pardon me. Not instead of, but in addition to the Medical Officer of Health. We desire the initiative to come from the Medical Officer of Health. We also desire that it should be clear that the last word in the matter should be with the Governor-in-Council.

Hon. Mr. SLADE: It is quite clear. His EXCELLENCY read the proposed alteration: "Whenever the Board on the representation of the Medical Officer of Health is satisfied" etc., "the Governor-in-Council may direct the demolition."

The Hon. Mr. STEWART—It leaves out the provision for the statement in writing to the Governor-in-Council.

His EXCELLENCY—Yes. The statement in writing to the Governor-in-Council who may direct the demolition.

The Hon. Mr. HO KAI suggested that the words "and secure" be added after the word "health."

The Hon. Mr. POLLOCK—There is an amendment I want to move on the first section. It is stated that the compensation shall be paid by the Government to the owner in the event of the building being subject to a charge or mortgage to the persons having such charge or mortgage. I would like the rights of mortgages and others should be protected.

The ATTORNEY-GENERAL—The compensation shall be paid to "such persons," leaving it to the owner and those persons to arrange.

The Hon. Mr. POLLOCK: We wish to put it to whom the money should be paid.

Hon. Mr. HENRY BEECHLEY: It would be rather difficult for the Government to ascertain the various owners and mortgages.

The ATTORNEY-GENERAL pointed out that the word "owner" had a definition in the Ordinance which had a very general character indeed and added that the suggestion of Mr. Pollock might be met by leaving out the word "owner" altogether. The arbitrators would set aside the compensation went to the persons legally entitled.

The Hon. Mr. POLLOCK said it was desirable that some provision should be inserted.

Hon. Mr. HENRY BEECHLEY said that it was a serious obligation to impose upon the Government to ascertain to whom the money was to be paid. It was safer to allow the Bill to stand as it was.

Hon. Mr. STEWART—The owner will have to establish his claim before he is compensated.

His EXCELLENCY—Yes. The DIRECTOR OF PUBLIC WORKS—Such matters usually pass through the Crown Solicitor who satisfies himself as to the right of the parties.

Hon. Mr. STEWART—Another argument in favour of publicity.

His EXCELLENCY—The Government will satisfy itself through the Crown Solicitor that the money goes to the proper parties.

The ATTORNEY-GENERAL—Does the proposed amendment meet your view?

Hon. Mr. POLLOCK—No. I think there ought to be some reference to the mortgagee or to any charge upon the property.

His EXCELLENCY—I don't think we can accept that responsibility. Do you wish to press it to a division?

Hon. Mr. POLLOCK—No. On further consideration I think it would be better if the section read "compensation to be paid in respect of such buildings."

The ATTORNEY-GENERAL—The arbitrators cannot inquire into the rights of mortgagees.

The amendment was subsequently agreed to.

The DIRECTOR OF PUBLIC WORKS suggested that it would be wise to provide some elasticity so as to allow of some other remedy than pulling down every third house.

The ATTORNEY-GENERAL expressed a doubt as to such a proviso being introduced into that section which was only intended to deal with consequential works.

The COLONIAL TREASURER moved certain amendments dealing with the financial part which were accepted, and clause 44 as amended was passed.

His EXCELLENCY—It is proposed to repeal subsections 1 and 2 of section 53 and substitute the following:

(2) The Building Authority shall within 28 days of the submission of such plans and drawings notify the person submitting the same, or his architect or other representative, of every matter in respect of which such plans and drawings are not in accordance with the requirements of this Ordinance and of all bylaws and regulations made thereunder, and if the Building Authority does not within such period of 28 days so notify any such matter, the building or works shown in such plans and drawings may be commenced in the same manner as if the approval of the Building Authority had been received: provided that in the event of such plans and drawings having been withdrawn during such period of 28 days by the person submitting the same or his architect or other representative from the office of the Building Authority the

said period of 28 days shall be calculated from the date of the final submission of such plans and drawings.

(3) If the Building Authority shall within such period of 28 days notify the person submitting the plans and drawings or his architect or other representative of any matter in respect of which such plans and drawings are not in accordance with the requirements of this Ordinance or of any bylaw or regulation made thereunder, and if such plans and drawings shall be amended by the person submitting the same or his architect or other representative, the Building Authority shall approve or disapprove of such amendment within a period of fourteen days from the time the amended plans and drawings are deposited with him, and if he shall not signify his approval or disapproval within such period of 14 days the building or works may be commenced in the same manner as if the approval of the Building Authority had been received.

His EXCELLENCY—It is also proposed to insert a new sub-section, sub-section 4. It merely confirms the existing practice. It is—(4) All plans and drawings submitted to the Building Authority and not disapproved by him under s. 2 or 3 shall be deposited in his office and filed there.

The other sub-sections were renumbered.

On clause 54, which deals with the question of appeal to the Governor-in-Council.

The ATTORNEY-GENERAL said he understood several amendments would be moved to that clause. The object of the clause was to make appeals to the Governor-in-Council easy, and he proposed to insert certain words extending the section and making it general. It would be desirable to add some words in order to ensure that those appeals should not go to the Governor-in-Council in cases where the matter would go before a court, as for instance the question of nuisances which the Ordinance provided should be dealt with summarily.

The ATTORNEY-GENERAL read the alterations he suggested and those were agreed to.

The Hon. Mr. HENRY BEECHLEY said that the effect of the section in giving the right of appeal to the Governor-in-Council was to constitute the Executive Council into a divisional tribunal. Parties who came before that tribunal ought to have every facility for putting their case fully before it. It was necessary that the appellant should know the respondents' case and have an opportunity of answering it before it came before the Governor-in-Council.

It was also necessary that the appellant should have time to prepare his case to meet the case put forward by the respondent, and he suggested that the clause should include a proviso affording the appellant the time that is necessary and the information that is requisite to him to put his case before the Council in such a case as will enable the Council to come to a proper decision. He would move that at the end of the clause the words be added "The Clerk of Council shall give the appellant seven days' notice of the hearing of the appeal and shall at the same time furnish the appellant with copies of all minutes and documents submitted on behalf of the respondent for the consideration of the Governor-in-Council."

The ATTORNEY-GENERAL said that minute would not involve the minutes that passed between the Governor and the Colonial Secretary.

Hon. Mr. HENRY BEECHLEY replied that any documents that would be likely to influence the Governor-in-Council in his decision ought to be submitted.

The ATTORNEY-GENERAL said that minutes were privileged. He would suggest "that all information and documents submitted" should take the place of the proposed phraseology.

Hon. Mr. HENRY BEECHLEY agreed to take out the word "minutes."

The COLONIAL SECRETARY said the Director of Public Works furnished reports in such cases. It was those reports that they wanted.

His EXCELLENCY said he was afraid the papers would become too voluminous.

The COLONIAL SECRETARY suggested evidence and documents.

This was agreed to.

The ATTORNEY-GENERAL said there were certain amendments which he desired to insert to the clause and there were other amendments submitted which he was not prepared to accept.

Where a magistrate is asked to state a case it is stated by the judicial authority himself and it was possible that an instance might arise as to the actual point for consideration to the Full Court. The Governor-in-Council might press a certain aspect of the case which engage the attention of the Court and the Building Authority might take a different view. In view of any dispute arising out of any question on which the Court was asked for direction the Court should have an opportunity of stating a case.

Hon. Mr. HENRY BEECHLEY said it was the intention of the Bill that when the opinion of the Court had been delivered the Governor-in-Council would act in accordance with that should be stated, clearly and he would ask the Attorney-General to accept an addition to the clause giving effect to that.

Hon. Mr. POLLOCK remarked that it seemed a curious procedure to have the opinion of the Court remitted to the Governor-in-Council.

The COLONIAL SECRETARY explained that the procedure was taken from the London Building Act. The tribunal in London consisted of three experts, who might on their own initiative when doubt arose as to a point of law take the case to the High Court or they might be compelled by the appellant to state a case for the High Court. The High Court then remits the case to the tribunal.

The ATTORNEY-GENERAL said the object was to get a decision on the subject. The words read—"The Court shall remit the matter to the Governor-in-Council with the opinion of the Court." It was perfectly obvious the Governor would act on the direction of the Court. He thought the amendment was wholly unnecessary.

Hon. Mr. POLLOCK moved an amendment that the words "shall remit the matter to the Governor-in-Council with the opinion of the Court on the case stated" be followed by "and shall have power to enforce such determination by mandamus, injunction prohibition or other order."

The object of this amendment was, he said, to give to the Full Court power not only to give an academic opinion upon a question of law submitted to it but to enforce that order in a proper way.

After discussion the amendment was defeated on a division by seven votes to six.

On clause 55.

Hon. Mr. HENRY BEECHLEY moved an amendment that "nothing herein contained shall exempt any person from proceeding by way of mandamus, injunction or prohibition."

The discussion was not concluded when the Council rose.

[The discussion on the question of appeal and the right of action omitted from this report will be given in our issue to-morrow.]

JAPANESE FINANCE.

In the first half of 1907 Japan suffered the ill effects of a violent fall in the share market, and although in the autumn there was a notable recovery, the depreciation of silver and a panic in America again brought about a depression, so that on the whole 1907 was marked for Japan by general dullness in the Money Market and in trade. In the preceding autumn the fever of enterprise had risen so high that most of judgment had begun to look askance at the state of affairs, but it was not until the middle of January 1908 that the inevitable reaction set in, and then the effects were not confined entirely to those immediately concerned, but certain banking institutions felt the pinch, and runs took place as the outcome of "panicky" rumour, even upon banks the position of which was perfectly sound. Not a few were compelled to have recourse to the Bank of Japan for assistance, and so far as circumstances permitted relief was given to all those banks which were considered to be in a sound condition. Certain banks, however, were in May and June driven to suspend payment. It was not until the second half of the year that the attitude of strict caution on the part of the banks could be relaxed, and a more liberal policy adopted with regard to hopeful enterprises. From July onwards, however, the outlook improved step by step, and as good climatic conditions seemed to promise an excellent rice crop, and in respect both of silk and of cotton yarns there was a prospect of augmented production, there was created in the Department of foreign trade a definitely hopeful feeling.

It is true that the totals for the year showed a balance against Japan of 62,000,000 yen (over £6,000,000), but when the details are taken into account it is found that, on the side of exports, though cotton yarns, *habutai* (i.e., the fine silk so well known in the Occident), and sugar show some falling off in consequence with the depressed state of the general market—copper, coal, cotton goods, silk in general, and timber, all show increases over the previous year's figures. On the side of imports, all the materials for productive purposes—cotton, oil-cake, iron, wool, and machinery of all sorts—without exception show appreciable increases, while on the other hand, a diminution is seen in the imports of sugar, cotton yarns, cotton and woollen stuffs, and in articles belonging to the category of consumption; so that in the excess of imports over exports there is much to inspire hope for the future; since it was in the direction of the raw material for manufacture that the bulk of the increase lay. The exports for 1907 were in value £265,000 above those for the previous year, and the imports were £7,500,000 more than those of 1906, the total growth of the foreign trade of the country in the twelve months having thus been no less than £8,434,000. That, in spite of the continued depression in the general market at home, the development of the nation's foreign trade should have proceeded with undiminished force is a fact calculated to strengthen the national confidence and industry.

The one feature to be regretted was that owing to the commercial panic in the United States and the depreciation of silver, the export trade should have suffered a set-back sufficient to turn the balance on the whole year so considerably in Japan's disfavour. The cheering circumstance for Japanese is that their productive enterprises constantly show a tendency to progress, and that last year, when certain companies which had been formed for speculative purposes at a season of inflated prices on 'Change had to dissolve or suspend their operations, excellent crops of rice and silk, and correspondingly prosperous results, were being gathered in the provinces and the financial resources of the agricultural classes were increasing day by day. It was to the vicissitudes of the unseasoned companies that was due the impression formed by a large section of the public that a serious crisis had arisen in Japan's economic position; but in reality the phenomena which were then witnessed were none other than those "that are characteristic of the world over of wild share speculation and collapse, and beyond their disturbing influences on legitimate commerce were being gathered in the provinces and the financial resources of the agricultural classes were increasing day by day. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Code: A.B.C., 5th Rd. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"BINGO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 17th June, will be subject to rent. Damaged packages must be left in the Godown for examination by the Consignee's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Hongkong, 10th June, 1908. 954

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godown for examination by the Consignee's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 11th June, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SARDINIA,"

FROM ANTWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godown for examination by the Consignee's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 11th June, 1908. 1

NEW ADVERTISEMENT

THE TOR HOTEL LIMITED. KOBE.

A STRICTLY FIRST CLASS HOTEL.

WILL be OPENED for the reception of Guests on—

20th JUNE, 1908.

Accommodation for 200 Guests. Large and spacious Outside Rooms only. Telephone & Bell system. French Chef de Cuisine. Cold Storage. Vintage Wines.

Extensive Gardens and Pleasure Grounds.

Magnificent View over the whole Town, the Harbour, Awa, the Entrance to the Island Sea, and Osaka Bay. W. A. MARTIN, Manager.

INTIMATIONS

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. G. L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed Acting Secretary to the Company.

HENRY W. SLADE, Chairman.

Hongkong, 3rd June, 1908. 929

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE CERTIFICATE No. 589 for Ten Shares, numbered 23941 to 23950, standing in the Register in the name of GOR HUCK TEE, having been declared LOST, NOTICE is hereby given that unless the said Certificate is produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors, A. B. HOUSE, for the Secretary. 925

Hongkong, 3rd June, 1908.

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED for Public Information that at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:— 1. Persons desirous of bidding must deposit with the Provador of the Santa Casa, before the opening of proceedings, the sum of \$250 as a Pledge of the bona fides of their offer, which sum shall be returned to all those who may not be awarded the Lease immediately after the adjudication. 2. The TENDERS, which must be in sealed covers, addressed to the Provador, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note. 3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted. 4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent of ONE YEAR'S RENTAL, or IN CASE OF ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable. 5. The UPSTAY VALUE of the Lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to \$300 monthly.

The Classes of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders.

ANTONIO MARIA INNOCENCIO MAHER, Secretary to the Board of Directors, Santa Casa da Misericordia.

Dated at Macao, Chambers of the Santa Casa da Misericordia, 26th May, 1908. 917

FOR SALE

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central. Hongkong, 10th June, 1908. 853

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS. 3,000 all different for ... \$95 2,000 do. ... \$35 1,500 do. ... \$25 1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, and all other Philatelic Goods. GRACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. 645

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DUMP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 5,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply to— GEO. PENWICK & Co., Ltd. Hongkong, 8th June, 1908. 184

THE DIRECTORY AND CHRONICLE FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East. Hongkong, 15th February, 1908. 383

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of CARPENTERS, CAULKERS, PLUMBERS, PAINTERS, SCRAPERS, STONE-MAKERS or LEATHER WORKERS for the period of Twelve Months commencing 1st July next, to H.M. NAVAL YARD.

Forms of Tender can be obtained at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and when filled up should be deposited in the Tender Box at the Main Gate of the Yard not later than Noon on SATURDAY, 20th June, 1908. 952

hongkong, 11th June, 1908.

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING:

NEW SUMMER GOODS,

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co.,

25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st June, 1908. 651

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong 26th February 1907.

TO LET

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply— SECRETARY, A. S. WATSON & Co., Limited. Hongkong, 23rd April, 1907. 91

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to— TAM TSZ KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Street, West. Hongkong, 1st October, 1907. 84

TO LET.

"GLENWOOD" CAUSEWAY, suitable for a Boarding house or Club. Containing 28 Rooms. BEACONFIELD ADE. Facing Parade Ground. No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908.

BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms. DWELLING ROOMS and Offices in DUDELL STREET. No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Oldbook MacGregor). OFFICES in Queen's Road Central. BEILIOS TERRACE HOUSES, ROBINSON ROAD. No. 3, DUDELL STREET Shop. No. 2, DES VEXUX VILLAS (PARK). Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 6th June, 1908. 189

TO LET.

ONE of TWO ROOMS, Furnished or Unfurnished, with BOARD, in Cool and healthy locality, midway between Peak and City, Views Verandah, good View. Apply by letter— "PERMANENT" Care of "Daily Press" Office. Hongkong, 6th June, 1908. 899

TO LET.

FROM 1st MAY. KOWLOON MARINE LOT 48, Taumat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hourly, 18th January, 1908. 221

TO LET.

12, ARBUTHNOT ROAD—6 Rooms. Apply to— E. A. & C. E. DE CARVALHO, 14, Arbuthnot Road. Hongkong, 25th April, 1908. 762

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in Wang Nai Chong Road. A HOUSE in RYAN TERRACE. No. 10, DES VEXUX ROAD CENTRAL. 1st "HEATHERLEIGH," Conduit Road. OFFICES in YORK BUILDINGS. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vexux Road next to the HONGKONG HOTEL. FLATS in MORRISON TERRACE. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1908. 36

TO LET.

NO. 25, CONDUIT ROAD (Clifton Gardens), Furnished, for 4 to 6 months. Arrangements can be made for longer lease. Apply to— HAROLD BRODERSEN, King's Buildings. Hongkong, 8th June, 1908. 941

TO LET.

NOS. 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD. Apply to— SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908. 190

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1908. 823

TO LET.

4 and 5-ROOMED HOUSES in Kowloon. COMMUNICIOUS SHOP in Des Vexux Road Central, Hongkong. Immediate possession. Moderate rentals. Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908. 648

TO LET.

NO. 2, MACDONNELL ROAD. Apply to— COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1908. 188

TO LET.

VISITORS TO CANTON. Should purchase FROM HONGKONG TO CANTON, BY THE PEARL RIVER. BY CAPTAIN C. V. LLOYD (S.S. "PATRICK" With Illustrations, Maps and Plans. Price \$1.90 On Sale at— Hongkong: "DAILY PRESS" Office, Messrs KELLY & WALSH, Messrs W. BARNES & Co. Canton: Messrs A. S. WATSON & Co. Hongkong, 4th October, 1908. 115

BANKS

THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
SUBSCRIBED ... 1,125,000
PAID-UP ... 562,500
RESERVE FUND ... 210,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 1 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months ... 4 per cent.
For 6 " ... 3 1/2 per cent.
For 3 " ... 3 per cent.

EVAN ORMISTON, Manager.

Hongkong, 23rd April, 1908.

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 24,000,000
RESERVE FUNDS ... 15,128,000

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BRANCHES AND AGENCIES: Osaka, Lyons, Hankow, Shanghai, Hongkong, Peking, Port Arthur, Mukden, Tientsin, Chang Chun.

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On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum

" " " " 3 " " "

" " " " 2 " " "

" " " " 1 " " "

TAKEO TAKAMICHI, Manager.

Hongkong, 24th March 1908. 524

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL 45,000,000 (\$3,750,000)

RESERVE FUND ... FL 5,378,375 (\$443,000)

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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issued letters of credit on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

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On Current Accounts 2% per annum on daily balances.

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" " " " 6 do. 4 do.

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" " " " 1 do. 3 do.

J. L. VAN HOUTEN, Agent.

Hongkong, 18th November, 1907. 25

DEUTSCH-ANSTÄTTISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tals 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Shanghai, Tsingtau, Kobe, Yokohama, Singapore.

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DAUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISKONTO-BANKEN.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager.

Hongkong, 4th December, 1907. 24

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,525,000

RESERVE LIABILITIES OF PROPRIETORS ... \$1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance.

On Fixed Deposits for 12 months 4 per cent

for 6 " " 3 1/2 do.

for 3 " " 3 do.

JOHN ARMSTRONG, Manager.

Hongkong, 14th May, 1908. 115

BANKS

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ... Yen 5,000,000

CAPITAL PAID-UP ... 3,750,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Kobe, Nagasaki, Osaka, Shanghai, Tainan, Tamai, Tokio, Yokohama.

HONGKONG OFFICE:

8, DES VEXUX ROAD, Accounts Interest allowed on Current Accounts Deposits received on terms which may be learned on application.

D. TOHLOW, Manager.

Hongkong, 5th April, 1907. 788

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000

RESERVE FUND ... Gold \$7,222,222

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS:

BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED.

Branches and Agents all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 " " 4 " " "

For 3 " " 3 " " "

No. 2, Queen's Road Central, Hongkong.

W. M. ANDERSON, Manager.

Hongkong 8th April, 1908. 752

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM TACOMA AND SEATTLE.

THE Steamship

"GLENLOGAN" having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any whatever.

McGREGOR BROS. & GOW,
Agents.
Hongkong, 5th June, 1908. 937

S.S. "POLYNESIEN,"

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Douro" from Havre ex s.s. "Douro," from Bordeaux ex s.s. "Frederic Morel" and "Verbeekman" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or Kowloon Wharf and Godown Company Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th June, or they will not be recognized. All damaged packages will be examined on Monday, the 15th June, at 3 P.M.

No Fire Insurance has been effected.
P. NAJLIN,
Acting Agent.
Hongkong, 8th June, 1908. 2

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"KARONGA," Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, at Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 15th inst., at 3 P.M.

All claims must be presented within fifteen days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

S.S. "MONTROSE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before the Steamer's arrival here. The Goods here left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 9th June, 1908. 916

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

FROM DOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. China.
From Calcutta, ex s.s. Sunda.
From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 16th June, at 4 a.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within 7 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 10th June, 1908. 1

INSURANCES

NORTH BRITISH AND MERCHANT

TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905

£17,887,118.

I. AUTHORIZED CAPITAL, £25,000,000

SUBSCRIBED CAPITAL, £2,750,000

PAID-UP CAPITAL, £87,500 10

II. FIRE FUNDS, £3,886,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146.

THE GLOBUS INSURANCE COMPANY

OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates.

CARLOWITZ & Co., Agents.

Hongkong, 13th August 1904 28

AACHEN AND MUNICH FIRE

INSURANCE CO.

OF AIX LA-CHAPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BROCKELMANN & Co., Agents.

Hongkong, 21st April, 1897. 114

THE "SUFFRAGETTE" AND

"THE INSUFFRAGABLE."

Mr. Churchill had a discomfiting experience

in connection with a dinner hour gathering

which he was "billed" to address at the Black-

more foundry, Dundee. The pitch which he

marked out for himself just outside the main

gateway of the works was occupied in advance

by representatives of the Women's Freedom

League, with Miss Malony at their head. Their

equipment consisted of an open carriage and pair

with Miss Malony, who was armed with a

clanging and unmusical bell, on the "dickie,"

beside the driver, and four other ladies in the

body of the vehicle. Miss Malony, who speedily

collected a big audience of grimy foundry

workers, declared that Mr. Churchill had insulted

the Suffragists, and until he frankly apologized

they would give him no peace, and so far as

they could, would prevent him holding any

more meetings in Dundee. Mr. Churchill, in a

speech which he delivered to the Dundee

Women's Liberal Federation undoubtedly used

these words: "I have seen with regret some

of the most earnest advocates amongst the

women of their claims to the suffrage allying

themselves with the forces of drink and reaction,

and carried shoulder high, as I am informed,

by the rowdy elements, which are always to be

found at the tail of a public-house made

agitation. These words, Miss Malony de-

clared with vehemence, were an infamous

insult, she insisted. Mr. Churchill, who was a

member of the Dundee Women's Liberal Fed-

eration, was the sort of woman with which he

meant to fight the election she was sorry for

the spirit which would be displayed by the men

who voted for him. Mr. Churchill referred to

Peckham. There was no excessive drinking

there, and certainly no man

attempted to carry her in his arms. "Maybe

you would like him to," said a man in the

crowd. "No," shouted Miss Malony. "If he

attempted to touch her, I should box his ears."

The ladies cheered loudly. At this stage

Mr. Churchill drove up in his motor-car,

assisted by some friends and an improvised

bodyguard he fought his way through

the narrow and densely-crowded street till

he got in front of the women's carriage. He

tried to speak from the pavement, but Miss

Malony loudly changed her bell, and not a word

could he utter. By an adroit manoeuvre and

with the aid of some of the crowd Mr. Churchill

succeeded in passing the horse-drawn

carriage and getting about thirty yards in front,

a portion of the crowd following. But the

friends of the women, seeing the horses' heads

brought the carriage up to close range, and as

Mr. Churchill rose from his motor-car and

bared his head to speak the bell rang again. So

he sat down and smoked a cigarette. Miss

Malony, shouting at him, said, "Will you

apologize like a man? We shall see whether

the Irishwoman or Mr. Winston Churchill the

Cabinet Minister, is the stronger." "Shut up,

woman, hold your tongue," roared the partisans

of Mr. Churchill. "No, my friends," said Miss

Malony, quietly, "I don't mean to shut up."

The President of the Board of Trade in his

highly up the street. The

Suffragists followed. For a third time the

manoeuvre was repeated. At last Mr. Churchill

rose, and addressing those in his immediate

vicinity exclaimed, what time Miss Malony

rang her bell with increasing vigour, "You

observe, my friends, the respect these ladies

have for the ordinary rights of free speech.

Let her ring her bell if she likes. If she

thinks this a serious and reasonable argument

to use in Dundee let her use it. I don't care;

it only saves me the trouble of making a

speech. "Go on, Winston, go on, sir," cried

his friends. "No, gentlemen, it is impossible

I can only wish you good afternoon." The

bustle and scene now broke in on the pande-

monium, and the Liberal candidate retired from

the field pursued by the Suffragists lest he

should endeavour to find a fresh pitch, but he

sought instead the peaceful atmosphere of his

committee room.

HOW THE KAISER LOST A WAGER

Paris, May 13.

In view of the German Emperor's forth-

coming visit to Alaska, a budget of anecdotes

dealing with him and Gen. Haessler, formerly

Commander of the Lorraine Army Corps, is

published. One of the best stories is that about

a wager. One evening, after a game of cards,

the Emperor chatted with a few friends, and

the Minister of War ventured to say that it was

impossible to capture Haessler. The Emperor,

who liked to match himself against the old

General, said, "I will wager that I do it on

my next journey in Asia. The state that I

propose shall be a dagger of harrings and

potatoes 'in their jockels,' with beer 'ad

lupitum.'" The bet was made. The Emperor lost

his wager in the following way. He commanded

a Red Army, while Haessler commanded a Blue

Army. A Red scout captured by Haessler told

him that the Emperor meant to take him

prisoner at all costs. "Then," said the old

General, "in that case he is quite capable of

paying no regard to the laws of strategy; he

will certainly get round us."

As a matter of fact the Emperor did surround

Haessler and his Staff. When Haessler saw

that he was surrounded, he entered an

adjacent farmyard and stepped into a wagon-

load of straw, in which he managed to escape

unobserved through the lines drawn around him

LAUNCH OF H.M.S. "BOADICEA"

The unprotected cruiser "Boadicea" was launched at Pembroke last month, Lady Kensington performing the naming ceremony. Those present included Captain Superintendent Kingsford, Lord Kensington, Lord and Lady Heytesbury, Lieutenant-Colonel and Lady Victoria Lambton, Lady Seacroft, Lady Maxwell, Sir Charles, Lady, and Miss Phillips, Sir Albert de Roteau, Mr. W. E. and Mrs. De Winton, and the chief dockyard officials. The

band of the Wiltshire Regiment and the Dockyard Choir rendered the music at the customary religious service, after which Mrs. Kingsford presented a bouquet to Lady Kensington. The cruiser took the water easily, and there was not the slightest hitch in the arrangements. Mr. H. Pledge, chief constructor, superintended in the dockyard and Staff Captain Moulton on board the cruiser.

Officially the ship is described as being the first of a new type, and there has been a good deal of official uncertainty as to how to describe her. When first designed she was referred to as an "improved scout" and as a "mother ship" for

destroyers; latterly, however, she has been frankly described as a third-class cruiser. There are objections to the use of the term "cruiser" as a class name, but it is at least preferable to use a name which has by use acquired a definite meaning rather than to invent a new term to describe every slightly varying type that may be proposed. This third-class cruiser then is a ship of 2,300 tons. Her length is 385ft between

perpendiculars and 405ft over all; her beam is 41ft, and her draught 13ft 6in. She has Parsons steam turbines of 13,000 H.P., which will give her a speed of 25 knots. Her coal capacity at load draught is 350 tons, in addition to which she will at the same time be able to carry 100 tons of oil fuel. Her armament is not

officially stated, but it is known that it will consist of 4in. guns; report has credited her with eight of these pieces, but the Navy List, which errs at times, yet is probably the latter authority, gives her only six.

It will be seen that the "Boadicea" is a ship of small fighting power, yet her advent is of importance, since she is the first "cruiser," properly so called, undertaken for nearly four years. She belongs to the Estimates for 1907-1908, but her construction was promised some time before those Estimates were published, and she was actually laid down on the 1st of July, 1907. A comparison of her main features with those of her most recent predecessors is instructive:

	Displacement.	Armament.
Ship	Launched, ment.	ment.
Boadicea	1908, 2,300, 400, 25, 6 4in.	
Scouts	1904, 2,900, 150, 25, 10 12pr.	
Amethyst	1903, 3,000, 300, 23, 12 4in.	

The generally recognized objection to the "Scouts" was that, if they were to be considered as cruisers at their dimensions would seem to warrant, they were under ground and deficient in radius of action. On the other hand, it would be urged, now that the "Amethyst," though carrying a fair quantity of fuel and a reasonable armament, was too slow for modern requirements. It will be seen that the gain in the "Boadicea" is devoted entirely to increasing the supply of fuel and that her armament, whether it consists of six or of eight 4in. guns, is very small for a cruiser. All modern German third-class cruisers of anything like this displacement carry ten guns of slightly greater calibre.

The hull of the "Boadicea" weighs 1,800 tons, and the hull of the "Amethyst," so that there is no gain in protection. A serious consideration is that whereas the "Amethyst" was built for £238,524, and the "scouts" cost on an average rather less than £235,000 each, the new "Boadicea" will cost £233,000. Things have gone far since the days of the "Apollo" class, which had a complete steel protective deck and carried an armament of two 6in. and six 4 1/2in. guns on a displacement of 3,400 tons, and at an average cost of £175,000 per ship. But they were content with a speed of 20 knots.

The name "Boadicea" was introduced to the Navy during the French Revolution. It was by a first Lord who, it was said, kept a Lempriere's Classical Dictionary open on his desk and turned to it when names were needed for new ships. The first ship was a 38-gun frigate and saw plenty of hard service, though her name is not associated with any one particularly brilliant exploit. Her career, however, certainly provides an argument for the provision of a multitude of cruisers, for on two several occasions she turned up unexpectedly at a fight just in time to rob French ships of the prize of victory. The first of these occasions was on September 13, 1810, when the British frigates "Africa" and "Hermione" were taken by the two French frigates "Asper" and "Iphigénie," but was immediately recaptured on the arrival of the "Boadicea" and consorts. A few days later, on

Sept. 17, the French "Venus" and "Victor" took the British "Ceylon," but again the "Boadicea" turned up in time, with the "Otter" and "Staunch." The "Ceylon" was recaptured and the "Venus" taken. Such engagements as these were common in the old wars, when our cruisers were spread so thickly over important water areas that the enemy was in the majority of cases overcome by numbers. A British cruiser always steered to the sound of a gun, so that a French ship attacked by an equal force could be sure that her enemy would not very shortly be reinforced; nor could a superior force which took a British ship be at all certain of taking its prize into port. These are the events which those men bear in mind who maintain that a much increased number of cruisers proper is needed. A beginning is now being made with the provision of such ships; a second of the same class is to follow the "Boadicea" on the stocks at Pembroke, and five others of somewhat larger dimensions are to be put in hand by contract during the present year.

The second "Boadicea" was a ship-rigged screw corvette of 4,140 tons, launched at Portsmouth in 1875. During her first commission, Captain F. W. Richards (now Admiral of the Fleet Sir Frederick Richards) being in command, landing parties from her took part in the Zulu War and in the first Boer War. In 1889 she was flagship of Sir E. R. Fremantle on the East India station, and as such took part in the blockade of the coast opposite Zanzibar and in the Viti Expedition of 1890.

SHIPBUILDING WAR.

A PARALYSED INDUSTRY.

In all parts of the shipbuilding area affected by the great lock-out there are gloomy forebodings of an extension of hostilities. Particularly is this the case in the Tyne districts, where business people view the prospects with feelings akin to consternation, says a recent mail paper.

The new situation was discussed by members of the Joint Board, representing the Federation of Trades Unions, the Parliamentary Committee of the Trades Union Congress, and the Labour Party, who met in private conference at the House of Commons. Four delegates were present from each body comprising the board, and at the close of the proceedings Mr. Arthur Henderson, M.P. (chairman of the Labour party), informed a Press representative that no decision had been arrived at, nor could any action at present be taken.

It was stated that further meetings were to be held meanwhile, but no statement would be issued.

The poverty that prevails in some of the places on the North-East Coast as a direct result of the strikes of shipwrights and joiners and of engineers is unfortunately very great. In the Newcastle district shipwrights and joiners do not believe any sign of submitting to the employers' demand although their disposition may undergo a change when it is fully realized that the masters are determined to insist upon a reduction of 1s 6d a week in wages. A shipwright expressed the opinion that the strike may go on until the Newcastle races, which take place in the last week in June.

There is some talk of further intervention by the Board of Trade. The shipbuilding employers do not seem to favour outside interference, and people asking what the Board of Trade is likely to accomplish at this juncture, hearing regard to the unconditional demand made by the masters. The time is opportune, it is urged, for another ballot of the whole of the men on the straight issue of acceptance or rejection. If the vote went in favour of the position taken by the North-East Coast men then it would be fitting for the Board of Trade to try and bring about a compromise. If, on the other hand, there was a majority for the reduction, the dispute would in all probability terminate.

The allowances to the 15,000 men connected with the striking trades will be a heavy drain on the societies, and the General Federation of Trades Unions, which is a substantial contributor, is beginning to feel the burden very severely. But the temper of the men is such that, as long as the funds are tolerably good, they may, as some of the strikers have remarked, "fight to the bitter end." The shipbuilding trade of the United Kingdom is admittedly bad. Acute distress prevails in almost every district where the industry is carried on, and the stoppage on a wholesale of the wool-working operatives will materially increase the hardship of the strikers directly concerned in the strike.

The dispute, following as it did a swiftly-falling market, has put the industry in a state of paralysis from which it will take months to recover even were the strike to end within the next few weeks. It is apparent that nothing can save this year from being one of the worst experienced in the history of British shipbuilding. Statistics were recently published in The Daily Telegraph showing the falling-off in tonnage of ships building on the Clyde and the Tyne. The latest figures to hand show an enormous decrease on the Wear. In April there were only four vessels put into the water from Sunderland yards and eleven for the first four months of the year, with an aggregate tonnage of 22,345, as against thirty-two vessels and 107,200 tons for the corresponding period of last year. In fact of these returns there need be little surprise at the frequency of unemployed demonstrations in the Wearside borough.

THE BURNING QUESTION FOR EVERY HOUSEHOLD IS LIGHT

REMEMBER, THERE IS

SHIPPING.

VESSELS ADVERTISED AS LOADING

ARRIVALS.
CHOWWA, German str., 1,055, G. Spiesen, 11th June—Saigon 7th June, General—Butterfield & Swire.
CHOWWA, German str., 1,115, W. Moller, 11th June—Saigon 7th June, General—Butterfield & Swire.
HUTCHINSON, British str., 1,237, E. Forsyth, 11th June—Tientsin and Chefoo 5th June, General—Butterfield & Swire.
NANCHANG, British str., 1,115, J. Cantor, 11th June—Canton, 11th June—Portland, (Or.) 11th May, General—Portland Asiatic S.S. Co.
NORD, British str., 1,145, F. J. Prynn, 11th June—Anping 9th June, General—Geo. McEwan & Co.
PESHAWUR, British str., 7,834, C. F. Lookstone, R.N.E., 11th June—Antwerp & Middlebrook 2nd May, via Singapore 5th June, Iron, Coke and General—P. & O. S. N. Co.
PRILAM, Br. str., 2,905, T. Lillie, 10th June—Hankow 4th June, General—Butterfield & Swire.
PROGRESS, Norwegian str., 1,450, Sedjemo, 11th June—Mojil 4th June, Coal—Wallen & Co.
SARDINIA, British str., 4,126, C. C. Talbot, 11th June—London 26th April, and Singapore 5th June, General—P. & O. S. N. Co.
SPIN, Norwegian str., 1,370, Horn, 11th June—Chefoo 5th June, Beans—Wallen & Co.
TSMAN, British str., 1,460, E. Finlayson, 10th June—Yokohama 2nd June, General—Butterfield & Swire.
YU SUIN, Chinese str., 1,079, Pratt, 11th June—Shanghai and Amoy 10th June, General—Chinese.

CLEARANCES

At the Harbour Master's Office.
 11th June.
Carl Diederichsen, German str., for Swatow.
Changchow, British str., for Amoy.
Dagv, Norwegian str., for Newchwang.
Fuzung, British str., for Saigon.
Hongwah, British str., for Amoy.
Hutchinson, British str., for Canton.
Hupel, British str., for Hoihow.
Karung, British str., for Shanghai.
Kooloon, German str., for Nagasaki.
Maria, German str., for Moji.
Nord, British str., for Singapore.
Peshawur, British str., for Shanghai.
Petchaburi, German str., for Swatow.
Spin, Norwegian str., for Canton.

DEPARTURES

9th June.
ALDENHAM, British str., for Yokohama.
 10th June.
Elona, Norwegian str., for Manila.
Omori, British str., for Moji.
Torimi Maru, Japanese str., for Shanghai.
 11th June.
Bourbon, French str., for Saigon.
Changchow, British str., for Singapore.
Ichika, Italian str., for Singapore.
Japan, British str., for Keelung & Seattle.
Kermun, British str., for Swatow.
Kerichow, British str., for Newchwang.
Kwintang, British str., for Shanghai.
Maria, British str., for Hoihow.
Mathilde, German str., for Hoihow.
Mesapi, Dutch str., for Amoy.
Ocaro, British str., for Shanghai.
Phumpher, British str., for Saigon.
Phum, British str., for Singapore.
Svi Mow, German str., for Shanghai.
Swanley, British str., for Darhan.
Yochow, British str., for Ningpo.

SHIPPING REPORTS.

The British str. **Hutchinson** reports: Fine weather with light winds, thick fog in the Yellow Sea.
 The British str. **Peshawur** reports: Light to moderate monsoon wind (from S.W. S.S.W. and South), cloudy and overcast, smooth sea.

VESSELS IN DOCK.

June 11th.
ARRIVED DOCK—**Gorsagon**, **Finn**, **Pileau**, **Changchow**, **Knutsberg**, **Manila**, **Arabia**, **Shanghai**, **Hongkong**.
COCKFOLD DOCK—**Changchow**.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING"

Capt. Parnmore, will be despatched for the above Ports TO-DAY the 12th inst., at 2 P.M.

For Freight or Passage, apply to

DOUGLAS, LARPAIK & Co.

General Managers.

Hongkong, 10th June, 1908. 948

"SEIRE" LINE OF STEAMERS, LD.

For LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"

Will be despatched for the above Ports on the 20th June, 1908.

To be followed by the Steamship

"CARNAVONSHIRE"

sailing on or about 10th July, 1908.

For Freight or Passage, apply to

SEWAN TOMES & Co.

Agents.

Hongkong, 12th June, 1908. 865.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.

Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"ALDENHAM"

Captain St. John George, will be despatched on THURSDAY, 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.

Agents.

Hongkong, 10th June, 1908. 949

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	To-morrow at Noon.
LONDON & ANTWERP via SUEZ CANAL	GLENHORN	Brit. str.	—	W. Houghton	McGREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP via SINGAPORE &c.	CANDIA	Brit. str.	—	O. Jones, R.N.E.	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SEWAN, TOMES & Co.	On 20th inst.
LONDON & ANTWERP via SINGAPORE &c.	PALESTINE	Brit. str.	—	M. Chow	P. & O. S. N. Co.	About 23rd inst.
HAVRE & HAMBURG via STRAITS, &c.	DOETMUNE	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 12th July.
HAVRE & HAMBURG via STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 28th July.
HAVRE & HAMBURG via STRAITS, &c.	SAXONIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERICA LINE	On 9th August.
LISBON, HAVRE, BREMEN & HAMBURG	SCANDIA	Fr. str.	—	Charbonnel	MESSENGER MARITIMES	On 15th inst.
MARSEILLES &c. via PORTS OF CALL.	HAKATA MARU	Jap. str.	—	T. Mura	NIPPON YUSEN KAISHA	On 23rd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 24th inst., at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	BRISGAVA	Ger. str.	k.w.	Gjertenbrun	MESSENGER MARITIMES	Beginning of July.
ANTWERP, ROTTERDAM, BREMEN & HAMBURG	HELLAS	Ger. str.	k.w.	Sach	NIPPON YUSEN KAISHA	On 23rd inst.
GENOA & MARSEILLES & HAMBURG	PRINZ HEINRICH	Ger. str.	—	S. Olinak	HAMBURG-AMERICA LINE	On 18th inst.
NAPLES, GENOA, ALGERIA, GIBRALTAR &c.	TRIESTE	Aut. str.	—	—	MELCHERS & Co.	On 17th inst., at Noon.
TRIESTE &c. via SINGAPORE, &c.	OCARNO	Brit. str.	—	—	SANDER, WIEBER & Co.	On 20th inst., P.M.
NEW YORK	EMPEROR OF INDIA	Brit. str.	1 m.	—	ARNOLD, KARBURG & Co.	About 25th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	LENKOW	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at 4 P.M.
VICTORIA B.C. & SEATTLE, WASH., &c.	KAGA MARU	Am. str.	—	G. S. Laprak	CANADIAN PACIFIC R. Co.	On 18th inst., at Noon.
VICTORIA B.C. & SEATTLE, WASH., &c.	TERMOINT	Jap. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TOKA MARU	Brit. str.	1 m.	J. Nagao	DODWELL & Co., Ltd.	On 7th July, at 4 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	C. Lindbergh	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS via PORT DARWIN	MANILA	Ger. str.	—	St. John George	BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS via PORT DARWIN	ALDENHAM	Brit. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
VLADIVOSTOCK	NIKKO MARU	Jap. str.	—	—	MELCHERS & Co.	About 5th July.
Kobe and YOKOHAMA	CUBONIA	Bus. str.	—	A. Christensen	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	BINGO MARU	Jap. str.	—	W. von Senden	MELCHERS & Co.	About 26th inst.
JAPAN	PRINZ WALDEMAR	Ger. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	TYTODAS	Dut. str.	—	E. Forsyth	J. MILLER	On 17th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	AMIRAL EXELMANS	Brit. str.	1 m.	C. C. Talbot, R.N.E.	BUTTERFIELD & SWIRE	About 12th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	HUTCHOW	Brit. str.	—	D. Christie	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	SARDISIA	Brit. str.	—	Kensle	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	NANCHANG	Brit. str.	1 m.	Richard	JARDINE, MATHESON & Co., LD.	On 16th inst., P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	WANGHAI	Brit. str.	—	M. Namoto	OSAKA SHOSHIN KAISHA	On 17th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	BOJUN MARU	Jap. str.	—	E. Tarabochia	JARDINE, MATHESON & Co., LD.	About 17th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	NIPPON	Aut. str.	—	A. E. Sandbach	MELCHERS & Co.	On 20th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	LANGSANG	Brit. str.	—	B. Wilhelm	HAMBURG-AMERICA LINE	On 20th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	GORREN	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 22nd inst., P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	SAXONIA	Ger. str.	k.w.	Martin	MESSENGER MARITIMES	On 23rd inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	ISTRIA	Ger. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	CALCUTTA	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	End of June.
CHINGWANGTAO, JAPAN, AMERICA, &c.	YETOROPU MARU	Jap. str.	—	H. Pybus	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	PETRONIA	Dut. str.	—	de Brouwer	OSAKA SHOSHIN KAISHA	On 14th inst., at 9 A.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	TIJMAH	Jap. str.	—	Ijichi	DOUGLAS LARPAIK & Co.	To-day, at 2 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	SOBOHU MARU	Jap. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	To-morrow, at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	HAICHING	Brit. str.	2 h.	Passmore	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	HUPEN	Brit. str.	1 m.	Spink	JARDINE, MATHESON & Co., LD.	On 19th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	TAIPEO	Brit. str.	1 m.	Rodger	SEWAN, TOMES & Co.	On 20th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	ZEAN	Brit. str.	—	W. Outehrbridge	JARDINE, MATHESON & Co., LD.	On 26th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	LOONGSANG	Brit. str.	—	S. J. Payne	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
CHINGWANGTAO, JAPAN, AMERICA, &c.	RUBI	Brit. str.	—	R. Almond	JARDINE, MATHESON & Co., LD.	About End of June.
CHINGWANGTAO, JAPAN, AMERICA, &c.	YUENANG	Brit. str.	—	T. Merrick	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	KAPONG	Brit. str.	—	Mathias	JARDINE, MATHESON & Co., LD.	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	MAUSANG	Brit. str.	—	Weigall	MELCHERS & Co.	On 15th inst.
CHINGWANGTAO, JAPAN, AMERICA, &c.	BOREAN	Brit. str.	—	F. Semblil	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
CHINGWANGTAO, JAPAN, AMERICA, &c.	YUENHAI MARU	Jap. str.	—	E. Koops	JARDINE, MATHESON & Co., LD.	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	FOONGANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	TAIKINI	Dut. str.	—	—	—	—

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. T. Mura, Tons 6161 WAKASA MARU, Capt. N. Nielsen, Tons 6265	WEDNESDAY, 24th June, at Daylight WEDNESDAY, 8th July, at Daylight
VICTORIA B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU, and YOKOHAMA	KAGA MARU, Capt. G. S. Laprak, Tons 6301 TOKA MARU, Capt. J. Nagao, Tons 5923	TUESDAY, 23rd June, at 4 P.M. TUESDAY, 7th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	YAWATA MARU, Capt. K. Hom, Tons 5817 NIKKO MARU, Capt. T. Harrison, Tons 5599	FRIDAY, 12th June, at Noon FRIDAY, 10th July, at Noon
Kobe and YOKOHAMA	BINGO MARU, Capt. A. Christensen, Tons 6247	FRIDAY, 12th June, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO	YETOSHI MARU, Capt. B. Kon, Tons 4097	THURSDAY, 18th June, at Noon
SHANGHAI, MOJI, and KOBE	YETOROPU MARU, Capt. K. Sato, Tons 4165	TUESDAY, 23rd June, at Noon

* Calling at Keelung.
 † Cargo only.
 ‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
 For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 12th June, 1908.

EAST ASIATIC CO., LD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOCK	"CUBONIA"	About 5th July.

For Further Particulars, apply to

Hongkong, 5th June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 1st July.
SUVERIC	9,606	W. Shotton	On 23rd July.
KUMERIC	9,606	Cowley	On 18th August.
SHAWMUT	9,606	E. V. Roberts	On 12th September.

‡ Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw S.S. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL-EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

Hongkong, 10th June, 1908.

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

PORTNIGHTLY SERVICE TO AND FROM EUROPE

PORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONNIEN"	On 22nd June, P.M.
MARSEILLES via PORTS	"TONKIN"	On 23rd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 6th July, P.M.
MARSEILLES via PORTS	"POLYNESIE"	On 7th July, 1 P.M.

Transhipping on the C/O Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

Hongkong, 10th June, 1908.

P. NALIN, ACTING AGENT,
QUEEN'S BUILDINGS.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"
 Captain J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 13th June at Noon, taking passengers and cargo for the above ports in connection with the Company's S.S. "BRYANNIA" 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer from Bombay by the R.M.S. "EGYPT," due in London on 28th July, 1908. Cargoes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 F. J.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, SARDINIA	Capt. C. C. Talbot, R.N.E.	About 12th June	Freight and Passage.
LONDON via USUAL PORTS, DELHI	Capt. J. D. Andrews, R.N.E.	Noon, 13th June	See Special of C.A.S.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	CANDIA, Capt. O. Jones, R.N.E.	About 14th June	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSHALLS	PALERMO, Capt. J. E. Ferguson	About 23rd June	Freight only.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 5th June, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HUIHOW and HAIPHONG	"HUFEH"	On 12th June, 9 A.M.
SHANGHAI	"NANCHANG"	On 13th June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 16th June, 4 P.M.
MANILA	"TEAN"	On 16th June, 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 17th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 12th June 1908.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"TAISANG"	Friday, 12th June, Noon.
SHANGHAI	"WAISHING"	Sunday, 14th June, D'Night.
SANDAKAN	"HAUSANG"	Wed'ay, 17th June, Noon.
MANILA	"LOONGSANG"	Wed'ay, 17th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wed'ay, 24th June, Noon.
MANILA	"YUENSANG"	Friday, 26th June, 4 P.M.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.
The steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiao, Tientsin and Newchwang.
Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.
Hongkong, 12th June, 1908.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.
NEXT SAILINGS FROM HONGKONG:
OUTWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ:
S.S. SAXONIA ... 20th June
FOR SHANGHAI, YOKOHAMA & KOBÉ:
S.S. ISTRIA ... 20th June
FOR SHANGHAI, YOKOHAMA & KOBÉ:
S.S. SILVIA ... 26th June
FOR SHANGHAI, YOKOHAMA & KOBÉ:
S.S. SLAVONIA ... 8th July
Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 11th June, 1908.

FOR	STEAMERS	TO SAIL
FOR LONDON, HAVRE, BREMEN & HAMBURG:	S.S. SCANDIA	... 15th June
FOR GENOA AND OR MARSEILLES & HAMBURG:	S.S. HELLAS	... 15th June
FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG:	S.S. BRISGAVIA	... 23rd June
FOR HAVRE & HAMBURG:	S.S. DORTMUND	... 12th July
S.S. ISTRIA	... 26th July	
S.S. SAXONIA	... 28th Aug.	

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH"	Wed'ay, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	"GOEBEN"	About Wed'ay, 17th June.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBÉ	"PRINZ WALDEMAR"	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO"	End of June.

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELOERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.
Hongkong, 5th June, 1908.

HONGKONG-MANILA. PENINSULAR AND ORIENTAL STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	R. Rodger	Manila	On 18th June, Noon.
RUBI	R. W. Almond	Manila	On 20th June, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 8th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.			
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE" Saving 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.			
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	SATURDAY, 18th June	4th July
"LENNOX"	4,700	THURSDAY, 18th June	17th July
"EMPERESS OF JAPAN"	6,000	SATURDAY, 4th July	25th July
"MONTEAGLE"	6,183	SATURDAY, 11th July	4th Aug.
"EMPERESS OF CHINA"	6,000	SATURDAY, 25th July	15th Aug.
"GLENFARG"	3,700	SATURDAY, 8th Aug.	6th Sept.

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW CANADA "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers ... 240. " 242.
and let Class Railways ...
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS. ALL AROUND THE WORLD LINE.

TWARD via SUZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Canton, Peking (Tientsin), Koba, Yokohama, Genoa, to Hongkong in 30 Days.
NAPLES to HONGKONG in 29 Days.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.
TRANSPACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.
CONNECTING WITH CANADIAN PACIFIC RAILWAY
Freight to Overland } via Vancouver
Passengers to Overland and Europe }
YOKOHAMA to VANCOUVER 13 Days
YOKOHAMA to LONDON and PARIS 25 Days
HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.
PROPOSED SAILINGS:
+ AMIRAL EKELMANS 25th July = MAITE ... 12th Oct.
= OUESBANT ... 27th Aug. = CEYLAN ... 26th Nov.
= CORSE ... 11th Jan. 09
No Passengers. + Intermediate Class and Rates of Passage.
New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.
For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.
Hongkong, 4th June, 1908.

OSAKA SHOSEN KAISHA. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW { "JOSHIN MARU" }	Capt. H. S. SMITH	SUNDAY, 14th June, at 9 A.M.
TAKAO (Direct) ... { "SHOSEI MARU" }	Capt. ICHIO	TUESDAY, 16th June, at 10 A.M.
SHANGHAI VIA SWATOW { "BUJUN MARU" }	Capt. M. NEMOTO	TUESDAY, 16th June, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins amidships. Unrivaled Table.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.
Hongkong, 11th June, 1908. T. ARIMA, Manager.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
Head Office for the Far East:—
16, DES VIGUE ROAD, HONGKONG.
Japan Office:—
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of June	JAPAN	Second half of June
TJIKINI	JAPAN	Second half of June	JAVA	Second half of June
TJILATJAP	SHANGHAI	Second half of June	JAVA	Second half of June
TJIMAH	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG	JAVA	Second half of June	JAPAN	Second half of June
TJIPANAS	JAVA	First half of July	SHANGHAI	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
Yok Buildings, 1st Floor.
Hongkong, 11th June, 1908.

SHIPPING IN PORT.

STEAMERS.
AMIRAL DE BROUW, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
ARABIA, German str., 2,867, C. Neumann, 7th June—Portland 29th April, Flour and Lumber—Portland Asiatic S.S. Co.
BIRGO MARU, Japanese str., 3,873, A. Christensen, 10th June—Antwerp via London 26th April, and Singapore 5th June, General—Nippon Yusen Kaisha.
CAMER, British str., 2,903, P. Gibson, 6th June—Kuchino 1st June, Coal—Mitsui Bussan Kaisha.
CARL DIEDERICHSEN, German str., 774, T. Kayser, 8th June—Haiphong and Hoihow 5th June, General—Jensen & Co.
CHANGCHOW, British str., 1,203, Puckett, 2nd June—Wuhu and Chinkiang 29th May, General—Butterfield & Swire.
CHILPA, Norwegian str., 1,102, H. Nielsen, 2d June—Bangkok 27th May, General—Butterfield & Swire.
COUZT, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.
DAUNT, Norwegian str., 940, O. Abrahamsen, 7th June—Daly 31st May, General—Aagaard, Thorsen & Co.
DEUFAR, Norwegian str., 1,102, J. Bing, 25th May—Bangkok 13th May, Rice—Butterfield & Swire.
EMPERESS OF INDIA, British str., 6,000, E. Beetham, 4th June—Vancouver 13th May, Mails and General—C. F. K. Co.
FABANG, British str., 1,410, H. S. Martin, 7th June—Saigon 2nd June, Rice—Jardine, Matheson & Co.
GLENFARG, British str., 3,700, W. J. Houghton, 1st June—Haiphong via Shanghai 7th June, Sulphur—Mitsui Bussan Kaisha.
HAICHING, British str., 1,267, W. C. Passmore, 10th June—Coast Ports 9th June, General—Douglas, LaPrick & Co.
HAIPHONG, French str., 500, Pomfret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
HMAS, German str., 1,276, H. Becker, 29th May—Saigon 24th May, Rice—Sander, Weiler & Co.
HISANO, British str., 2,340, A. G. Smith, 28th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.
HONGKONG, French str., 840, A. Cornelissen, 8th June—Haiphong June 5th, and Hoihow 7th, General—A. R. Marty.
HONGKONG, British str., 2,355, R. S. Bainbridge, 10th June—Singapore 4th June, General—Chinsee.
HUPR, British str., 1,205, G. J. Spink, 9th June—Sunder 8th June, General—Butterfield & Swire.
JACOB DIEDERICHSEN, German str., 630, A. Hansen, 10th June—Haiphong and Hoihow 9th June, Rice—Jensen & Co.
JOHN MARU, Japanese str., 702, H. S. Smith, 10th June—Tamsui via Amoy and Swatow 9th June, General—Osaka Sosen Kaisha.
KARONGA, British str., 2,932, E. Lealie, 9th June—New York 21st April, via Singapore 3rd June, General—Shewan, Tomes & Co.
KIANGCHING, Chinese str., 1,004, Broadner, 3d June—Shanghai 30th May, General—Chinsee.
KITO MARU, Japanese str., 1,448, I. Hirai, 9th June—Bangkok 1st June, Teak—Mitsui Bussan Kaisha.
KNIVERBERG, German str., 646, D. Henk, 31st May—K. C. Wan 30th May, General—Jensen & Co.
KORRA, American str., 5,651, Andrew Dixon, 4th June—San Francisco via Port 9th May, General—Pacific Mail S.S. Co.
LENNOX, British str., 2,861, F. McNair, 5th June—Vancouver 5th May, via Japan ports Shanghai and Wenzhou 2nd June, General—Canadian Pacific Railway Co.
LOCKSMAN, German str., 1,020, W. Taubert, 9th June—Bangkok 3d June, R's and Wood—Butterfield & Swire.
LOYAL, German str., 1,237, Fr. Natius, 25th May—Cowie 18th May, Coal—Sander, Weiler & Co.
MANILA, German str., 1,108, J. Minssen, 30th May—Sydney 5th May, General—Melchers & Co.
MARU, German str., 1,169, P. E. Christiansen, 25th May—Salina Cruz 20th April, Ballast—China Commercial Steamship Co.
MAUSANG, British str., 1,644, Weigall, 7th June—Sandakan 2nd June, Timber and General—Jardine, Matheson & Co.
MEERPO, Chinese str., 1,339, J. M. Arthur, 8th June—Shanghai 4th June—General—Chinsee.
NANCHANG, British str., 1,228, W. J. Miller, 7th June—Chefoo 1st June, Beans—Butterfield & Swire.
NEIDER, Dutch str., 1,436, Wester, 13th May—Hankow—Arnhold, Kariorg & Co.
PRIMO, German str., 476, V. Ehtwell, 27th May—Saigon 22nd May, Rice—Hamburg-Amerika Linie.
PETCHABURI, German str., 2,190, C. Wolf, 7th June—Kohsichang 31st May, Rice, Meal and Wood—Butterfield & Swire.
PITSANULOK, German str., 1,200, T. Heyenga, 25th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.
POWER, British str., 1,050, Turner, 29th May—Salina Cruz 24th April, Ballast—Chinsee.
PROMETHEUS, Nor. str., 1,024, O. Kornelissen, 4th June—Bangkok 28th May, Rice—Butterfield & Swire.
PROTEUS, Norwegian str., 1,034, C. Moller, 9th June—Bangkok 9th May, Rice—Aagaard, Thorsen & Co.
RAAGAR, Norwegian str., 1,320, Angensen, 5th June—Bangkok 29th May, Timber—Walton & Co.

SAMSEN, German str., 988, F. Schmeitz, 8th June—Saigon 3rd June, Rice—Butterfield & Swire.
SHANTUNG, German str., 1,668, C. Goswitsch, 3rd June—Bangkok 27th May, Rice and Salt—Chinsee.
SHAHSING, British str., 1,307, W. McIntosh, 30th May—Shanghai 26th May, General—Butterfield & Swire.
SIMONGAN, Dutch str., 1,202, H. Vos, 21st May—Samarang via Palo Laut 11th May, Sugar—Chinsee.
SOLSTAD, Norwegian str., 897, H. Milson, 9th June—Haiphong 6th June, Rice and General—Aagaard, Thorsen & Co.
TAISAKA, British str., 1,354, W. J. Davies, 3rd June—Chinkiang 20th May, Rice—Jardine, Matheson & Co.
TEUCER, British str., 6,805, J. Barwise, 5th June—Kobe 31st May, General—Butterfield & Swire.
TIENTSIN, British str., 1,227, E. Monkman, 7th June—Amoy 5th June, General—Butterfield & Swire.
TSAITAO, German str., 1,003, O. Koch, 10th June—Bangkok 1st June, Rice—Butterfield & Swire.
VALDIVIA, British str., 2,111, Richards, 2nd June—Cardiff 17th April, Coal—Oder.
WAISHING, British str., 1,170, W. F. Richard, 6th June—Wuhu and Chinkiang, 1st June, General—Jardine, Matheson & Co.
YAWATA MARU, Japanese str., 3,815, K. Homma, 9th June—Yokohama 30th May, General—Nippon Yusen Kaisha.
ZAFIRO, British str., 1,819, R. Rodgers, 8th June—Manila 6th June, Sugar and Hemp—Shewan, Tomes & Co.


NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED
General Agents, (China and Japan)
Hongkong, 4th August, 1898.

MITSU BISHI GOSH KAISHA (MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI," which applies to all Branch Offices.
At ABC 5th Ed. Western Union Codes used.
All Letters to be Addressed to:
MANAGER, MITSU BISHI CO.
BRANCH OFFICES:
NAGASAKI, MOJI, KOBÉ, KARATSU
SHANGHAI, HONGKONG, & HANKOW.

AGENTS:
YOKOHAMA: M. ASADA, Esq.
CHINKING: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS of Takashima, Ochi, Namatsu, Shinan, and Hojo Collieries and Sole Agents for MIYAO and KISHIDAKE COALS.
Y. SHIBUYA, Acting Manager,
No. 2 Pedder Street, Hongkong.



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KANANGA
OF JAPAN
TOILET WATER

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PARFUMERS
8, rue Vivienne, 8
Paris-France

JOIN SHARES

COMMERCIAL.	
EXCHANGE.	
CLOSING QUOTATIONS.	
	June 11th
ON LONDON.—	
Telegraphic Transfer	1 94
Bank Bills, on demand	1 37
Bank Bills, at 30 days' sight	1 34
Bank Bills, at 4 months' sight	1 31
Credits, at 4 months' sight	1 31
Documentary Bills 4 months' sight, 10	1 31
ON PARIS.—	
Bank Bills, on demand	225 1/2
Credits, at 4 months' sight	230
ON GERMANY.—	
on demand	183
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	45
ON BOMBAY.—	
Telegraphic Transfer	135 1/2
Bank, on demand	136
ON CALCUTTA.—	
Telegraphic Transfer	135 1/2
Bank, on demand	136
ON SHANGHAI.—	
Bank, at sight	74 1/2
Credits, 30 days' sight	75 1/2
ON YOKOHAMA.—On demand	
ON MANILA.—On demand.—Pesos	88
ON SINGAPORE.—On demand	88 1/2
ON BATAVIA.—On demand	108 1/2
ON HAIPHONG.—On demand	84 p.c. pm.
ON SAIGON.—On demand	8 p.c. pm.
ON BANGKOK.—On demand	80 1/2
SOVEREIGNS, Bank's Buying Rate	
GOLD LMP, 100 fine, per tael	
BAR SILVER, per oz. per tael	
OPIMUM.	
	June 11th.
Quotations are:—	
Malwa New	\$875 per picul.
Malwa Old	\$1605 "
Malwa Older	\$1080 "
Malwa V. Old	\$1070 "
Persian fine quality	\$800 "
Persian extra fine	\$850 "
Patna New	\$1153 1/2 per chest.
Patna Old	"
Benares New	\$1085 "
Benares Old	"
VESSELS EXPECTED.	
THE AMERICAN MAIL.	
The T.K.K. str. <i>America</i> Mail sailed from Yokohama on the 7th inst. and is due to arrive at this port on the 15th inst.	
THE GERMAN MAIL.	
The I.G.M. str. <i>Prinz Heinrich</i> left Kobe via Nagasaki and Shanghai on the 7th inst. p.m., and may be expected here on or about Tuesday, the 16th inst.	
The I.G.M. str. <i>Goben</i> carrying the German Mails with dates from Berlin of the 19th ult., left Colombo on Saturday, the 8th inst. a.m., and may be expected here on or about Wednesday, the 17th inst.	
The I.G.M. str. <i>Prinz Waldemar</i> left Sydney on Tuesday, the 2nd inst. at noon, and may be expected here on or about Wednesday, 24th inst.	
THE INDIAN MAIL.	
The Apar str. <i>Aradon</i> Apar from Yokohama and Kobe, left Moji on the afternoon of the 8th inst., and may be expected here to-morrow at 10 a.m.	
The Apar str. <i>Catherine</i> Apar from Calcutta left Singapore on the afternoon of the 8th inst., and may be expected here on or about the 14th inst.	
The Indo-China str. <i>Namsang</i> left Calcutta for this port via the Straits on 3rd inst., and may be expected here on or about the 13th inst.	
The Indo-China str. <i>Kumsang</i> left Calcutta for this port via the Straits on 7th inst., and may be expected here on or about the 23rd inst.	
THE CANADIAN MAIL.	
The C.P.R. str. <i>Monteagle</i> left Vancouver B.C. for Hongkong via the ports of call at P.O. on Thursday, the 28th ult.	
The C.P.R. str. <i>Empress</i> of Japan left Vancouver p.m. on Wednesday, the 3rd inst. via the usual ports of call.	
MERCHANT STEAMERS.	
The Austrian Lloyd's str. <i>Nippon</i> left Singapore for this port on the 8th inst., and is due here on the 14th inst.	
The J.-C.-J. Lijo str. <i>Tjikini</i> left Moji for Swatow on the 8th inst., and may be expected here on or about the 14th inst.	
The J.-C.-J. Lijo str. <i>Tyitajit</i> left Moji for Amoy on the 8th inst., and may be expected here on or about the 16th inst.	
The Ben Line str. <i>Bemorkich</i> from Middlesbrough and London, left Singapore on 7th inst. for this port.	
The E. & A. str. <i>Empire</i> left Sydney on the 8th inst. for this port (via Queensland Ports & Manila).	
The str. <i>Indramay</i> sailed from New York on the 12th ult., and is due here on or about Middle of July.	
STEAMERS PASSED THE CANAL.	
May 23rd— <i>Albany</i> , Antenor, Idomenus, Seneca, Soobra, Indrapura, Istria, Tenikau, Jason, Lothian. 27th — <i>Benedi</i> , <i>Sambicia</i> , 30th— <i>Caledonia</i> , <i>Montgomery</i> , <i>Sazonia</i> , <i>Kanachi</i> Maru. June 3rd— <i>Nore</i> , <i>Elizabeth</i> , <i>Rickmers</i> 6th— <i>Agamemnon</i> , <i>Australien</i> , <i>Idramay</i> , <i>Liberia</i> , <i>Ningchow</i> , <i>Nubia</i> , <i>Queen Olga</i> , 10th— <i>Benzig</i> , <i>Glenruet</i> , <i>Suecia</i> , <i>Colombo</i> Maru, <i>Prinz Ludwig</i> .	
ARRIVAL AT HOME.	

JOINT STOCK COMPANIES.		SHARES.	
		Closing, June 10th.	
COMPANY.	CAPITAL.	QUOTATIONS.	
Alhambra	200	Nominal.	
Bank—			
Hongkong & Shanghai	\$125	\$750.	
National B.	26	London 277.	
Sell's Asbestos	12a. 60	\$51, buyers.	
China-Borneo	12a. 60	\$74, sellers	
China Light & Power	\$10	\$101.	
China Petroleum	\$10	\$61, buyers	
China Petroleum	\$10	\$61, buyers	
Bottom Mills—			
Ewo	11a. 50	11a. 68.	
International	11a. 10	11a. 101, buyers	
Laon Kung	11a. 75	11a. 68.	
Soyhee	11a. 100	11a. 770.	
Dairy Farm	\$6	\$191.	
Docks and Wharves			
H. & K. Ward & G.	\$50	\$52, sellers	
H. & W. Dock	\$50	\$103, sellers	
New Amoy Dock	\$50	\$24, buyers	
Shanghai Dock	11a. 100	11a. 87, buyers	
Snai & H. Ward	11a. 100	11a. 229.	
Fenwick & Co., Geo.	\$25	\$13, sellers	
Green Island Cement.	\$10	\$103, buyers	
Hongkong & C. Gas.	21c	\$175, 1/4, x.	
Hongkong Electric	\$10	\$184, buyers	
Hongkong Hotel Co.	\$50	\$95, sellers	
Hongkong Ice Co.	\$25	\$32, buyers.	
H. N. Milling Co., Ltd.			
in liquidation	\$100	Nominal.	
Hongkong Rope Co.	\$10	\$25, bay, ex.	
Insurance—			
Canton	\$50	\$235, sellers	
China Traders	\$20	\$39, sales	
China Traders	\$25	\$80, buyers	
Hongkong Fire	\$50	\$315, buyers	
North China	25	11a. 78, sellers	
Union	\$100	\$775, sellers	
Yangtze	\$80	\$14, x.	
Land and Building—			
Hongkong Land Inv.	\$100	\$99, sellers	
Humphreys' Estate	\$10	\$10, buyers	
Kowloon Land & B.	\$50	\$25, buyers	
Shanghai Land	11a. 50	11a. 119.	
West Point Building	\$50	\$48.	
Mining—			
China Steamships	Fca. 250	\$570, buyers	
Ranb.	19/10	\$6, sellers	
Peak Tramways	{	\$114.	
Philippine Co.	\$1	\$2.	
Philippine Co.	\$10	\$8, sellers	
Refineries—			
China Sugar	\$100	\$130, buyers	
Lonson Sugar	\$100	\$22.	
Steamship Companies			
China and Manila.	\$25	\$15, sellers	
Douglas Steamship.	\$50	\$30, sellers	
H. Canton & M.	\$15	\$201, sales	
Iado-China S.N. Co.	25	{ \$38.	
		{ \$24.	
Shell Transport Co.	21	43/0.	
Shell Ferry	\$10	\$25, x.d. sell.	
Sing. Nav.	\$5	\$10, x.d. sell.	
South China M. Post.	\$25	\$28, buyers	
Steam Laundry Co.	\$5	\$5, sellers	
Stores & Dispensaries			
Campbell, M. & Co.	\$10	\$15.	
Fowell & Co., Wm.	\$10	\$54.	
Watkins	\$10	\$3, buyers	
Watson & Co., A. S.	\$10	\$9, x.d.	
Weissmann, Ltd.	\$10	{ \$10.	
United Asbestos	\$5	\$15, buyers	
Do-Founders	\$10	\$150, buyers	
Waterboat Co.	\$10	\$10, buyers	

**KENNON'S TEREDO-PROOF
AND
WOOD-ARMOR**

For prices and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow
General Agents for the East

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.				
Extrem Length...	...	...	...	722 feet.
Length on Blocks	...	...	...	704 "
Width of Entrance on Top	...	...	...	816 "
Width of Entrance on Bottom	...	...	...	884 "
Water on Blocks at Spring Tide	...	...	...	34 "
DOCK No. 1.				
Extrem Length...	...	...	...	523 feet.
Length on Blocks	...	...	...	518 "
Width of Entrance on Top	...	...	...	88 "
Width of Entrance on Bottom	...	...	...	77 "
Water on Blocks at Spring Tide	...	...	...	84 "
DOCK No. 2.				
Extrem Length...	...	...	...	371 feet.
Length on Blocks	...	...	...	366 "
Width of Entrance on Top	...	...	...	86 "
Width of Entrance on Bottom	...	...	...	92 "
Water on Blocks at Spring Tide	...	...	...	32 "

PATENT SLIP.
 Suitable for vessels up to 1,000
THE WORKS are well equipped with
 LATEST PLANTS and APPLI-
 ANCES to undertake BUILDING
 REPAIRING SHIPS, ENGINES, a
 BOILERS, and also ELECTRIC
 WORK.
 A LARGE STOCK of MATERIAL
 always kept on hand.
 The "OURA MARU" has the powerful steam
 "OURA MARU" (712 tons, 700 I.H.
 specially built for SALVAGE PURPOSES
 equipped with necessary gear, always re-
 Short Notice. 2008

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THE HONGKONG ICE COMPANY, Ltd. have now 40,000 Cubic Feet of Cold storage available at EAST POINT. Stores can be Open at 10 a.m. and 4 p.m. daily. Sundry exceptions, to receive and deliver perishable goods.

G. K. HAXTON, Manager.
Hongkong, 1st April 1908

VERNON & SMYTH.

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Mr. P. E. Adams	Mr. A. C. Little
Mr. C. E. Parnes	Mr. V. F. Stanley Lov
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Mr. A. H. Cook	Mr. J. M. Merck
Mr. K. Henson	Dr. J. M. Mainer
Mr. S. Bisey	Mr. J. E. N. Mody
Miss Bisey	Mr. E. Neubauer
Dr. C. D. E. Black	Mr. E. Newhardt
Mr. A. B. Blum	Mr. J. C. Pecker
Mr. E. B. Field	Mr. A. W. J. Peaks
Mr. J. H. Fulmer	Dr. W. W. Pearce
Mr. S. C. de Bussiere	Mr. T. L. Perkins
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Mr. H. E. Colvin	Mr. E. H. Rogers
Mr. A. H. Cook	Mr. Mrs. Ross
Mr. C. E. Egan	Mr. C. E. Shields
Mr. Deamu Fuller	Mr. J. Spittles
Mr. C. E. Garner	Mr. W. T. Stobbing
Mr. H. D. Fitz Gerald	Mr. A. Stornberg
Capt. & Mrs. Gibson & child	Mr. A. Stevens
	Capt. Stewart
Capt. T. A. Hall	Mr. H. P. Thomas
Mr. E. Hallows	Mr. G. W. Tullidge
Mr. J. F. Hammersley	Capt. & Mrs. Vallang
Mr. R. Harding	Mr. F. Wall
Mr. H. Harrison	Mr. W. Wallach
Mr. G. V. Hayes	Mr. V. W. Barton W.

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CUTLER, PALMER & Co., LONDON
—
AGENTS
LANE, CRAWFORD & CO.
HONGKONG 64

HONGKONG TIDE TABLE.
From June 12th to 18th, 1908.

HIGH WATER.				LOW WATER.			
Day of Week.	Day of Month.	Hongkong Mean Time.	Height	Day of Week.	Day of Month.	Hongkong Mean Time.	Height
Fri.	12	h. m.	ft. in.	m.	h. m.	ft. in.	
		7 11	0 2		7 13	4 7	
Sat.	13	8 8	0 3		8 10	4 6	
		7 47	0 8		7 54	4 5	
Sun.	14	8 8	0 9	m.	8 7	4 4	
		8 9	0 8		7 57	4 3	
Mon.	15	8 10	3 5		8 09	4 2	
		8 7	3 8		7 58	4 1	
Tues.	16	8 9	4 0		8 10	4 0	
		8 48	4 3		8 19	3 59	
Wed.	17	8 9	4 3	m.	8 42	3 58	
		8 51	4 2		8 49	3 57	
Thurs.	18	8 57	4 0		8 52	3 56	
		8 57	3 9		8 59	3 55	

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, June 11th.			
	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.75	29.53	29.76
Temperature ..	83	84	83
Humidity	78	79	80
Wind Direction	SW	SW	SW
Force	1	2	4
Weather	c	c	opq
Rain	—	0.05	—

Highest open air Temperature on 10th.....86
Lowest open air Temperature on 10th.....79

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AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,30
 Linienschiffskapitän Wilhelm Paoh
 Northern Waters

FRENCH.

Achéron, armoured gunboat, 1,330 tons, 8 guns,
1,700 h.p., Lieut. Bertrand, Saigon
Algier, 2nd class cruiser, 4,320 tons, 22 guns,
5,100 h.p., Commander Fouraire, Saigon
Alouette, gunboat, 568 tons, 7 guns, 400 h.p.,
Commander Badin, Saigon
Argus, river gunboat, 180 tons, 6 guns, 370 h.p.,
Lieut. Adrien, Haiphong
Balausta, gunboat, 170 tons, 6 guns, Reserve, Saigon
Bonclier, gunboat, 140 tons, Reserve, Saigon
Bruix, armoured cruiser, 4,800 tons, 16 guns,
8,300 h.p., Capt. Rochas, Saigon
Cimeterre, gunboat, 140 tons, Reserve, Saigon
Comète, gunboat 500 tons, 6 guns, 500 h.p.,
Capt. L. Gervais, Saigon
Coronde, gunboat, 164 tons, Reserve, Saigon
Dédale, gunboat, 140 tons, 8 guns, 900 h.p.,
Lieut. de Linard, Shanghai
D'Entrecasteaux, 1st class armoured cruiser,
8,200 tons, 26 guns, 13,500 h.p., Capt.
Thibault, Shanghai
Estoc, gunboat, 141 tons, Reserve, Haiphong
Esturgend, sub-marine, 70 tons, 60 h.p., Lieut.

Comber, Saigon
Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.,
Saigon
Henri-Habre, river gunboat, 150 tons, 6 guns,
132 h.p., Haiphong
Jacquin, gunboat, 200 tons, Reserve, Haiphong
Lion, gunboat, 500 tons, Reserve, Saigon
Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Ma
Saigon
Manche, surveying-ship, 1,635 tons, 10 guns,
900 h.p., Commander Ragot de la Tou
Saigon
Mouquet, destroyer, 300 tons, 7 guns, 6
h.p., Commander de la Roche-Grand
Saigon
Olry, river gunboat, 170 tons, 6 guns, 500 h.p.,
Saigon
Paiho, river gunboat, 130 tons, 4 guns, 280
h.p., Lieut. Fuch, Tongku
Pier, sub-marine, 70 tons, 80 h.p., Lieut. M
nier, Saigon
Pistolet, destroyer, 300 tons, 7 guns, 7,000
h.p., Commander Mortenol, Hongay
Protée, sub-marine, 70 tons, 60 h.p., Lieut.
Morris, Saigon
Redoutable, battleship, (reserve) 9,330 tons,

37 guns, c. 200 n.p., Capt. Drouot, 8 guns,
Styx, armoured gunboat, 1,500 tons, 8
1,600 n.p., Lieut. Bernot, Saigon.
Tahiti, ocean gunboat, Upper Yangtze
ton, 1,600 n.p., 280 tons, 6 guns, 6,500
In Reserve, Saigon
Vanban, torpedo-depot, Commander Mort
Hongay
Vedran, torpedo-depot, Lieut. Bihel,
Saint-Jacques
Vigilante, river gunboat, 180 tons, 6 guns, 7
Lieut. Dumonlin, Sikiang
Vipère, gunboat, 475 tons, Reserve, Saigon

GERMAN.

Aroons, cruiser, 2719 tons, 10 guns, 1300
Ams
Furze, Bismarck, (flagship), 11000 tons, 36 g
14000 n.p., Komre-Admiral Coe
Shanghai
Iliss, gunboat, 1000 tons, 10 guns, 1300
Captain Lams
Jaguar, gunboat, 900 tons, 10 guns, 1300
Captain Graf von Posadowitz-Wehne
Leipzig, cruiser, Captain Engel
Luchs, gunboat 850 tons, 10 guns, 1344
Captain Bülken
Niobe, cruiser, Captain Langemak
Tiger, gunboat, 900 tons, 10 guns, 1300
Captain v. Koss
Tsingtau, gunboat, 170 tons, 5 guns, 1300
Lieut. Ross
Vaterland, gunboat, -tons, 3 guns, 500
Captain Toussaint
Vorwärts, gunboat, First Lieut. Riechers

ITALIAN.
Vesuvio, cruiser, 2145 tons, Baron de
Piarre
PORTUGUESE.
Rio Lima, cruiser, 720, tons, 7 guns, Maca
UNITED STATES.

Barry, destroyer, 420 tons, Ena. David L. Cavite
Calhoun, gunboat, 243 tons, Lt. Gay White, Shanghai
Chauncey, destroyer, 420 tons, Lt. J. H. McCrary, Cavite
Chattanooga, cruiser, 3200 tons, Commander B. C. Smith, Swatow
Cleveland, cruiser, 3200 tons, Commander J. T. Newton, Cavite
Colorado, armoured cruiser, 13,680 tons, Captain S. H. Staunton, Cruising
Concord, gunboat, 1710 tons, Commander E. Sears, Shanghai
Dalmeida, destroyer, 420 tons, "Ens. G. V. Stearns, Cavite
Decatur, destroyer, 420 tons, Ena. C. Nimitz, Cavite
Denver, cruiser, 3200 tons, Commander W. Caperton, Shanghai
Galveston, cruiser, 3200 tons, Commander E. W. Hodges, Manila
Helena, gunboat, 1392 tons, Commander M. Hughes, Shanghai
Maryland, armoured cruiser, 13,680 tons, Captain C. Thomas, Cruising
Mohican, (station ship), Lieut.-Commander L. Miller
Meadbrook, monitor, 4000 tons, Lt. Commander Miller, Olongapo
Monterey, monitor, 4000 tons, Lt. D. W. Olongapo
Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising
Quincy, gunboat, 350 tons, Lt. H. F. P. Yangtze
Rainbow, (Rear-Admiral Hemphill's flag), Commander E. E. Wright, Shanghai

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PER DOZEN BOTTLES \$18.00.

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